

BOSTON ELEVATED RAILWAY

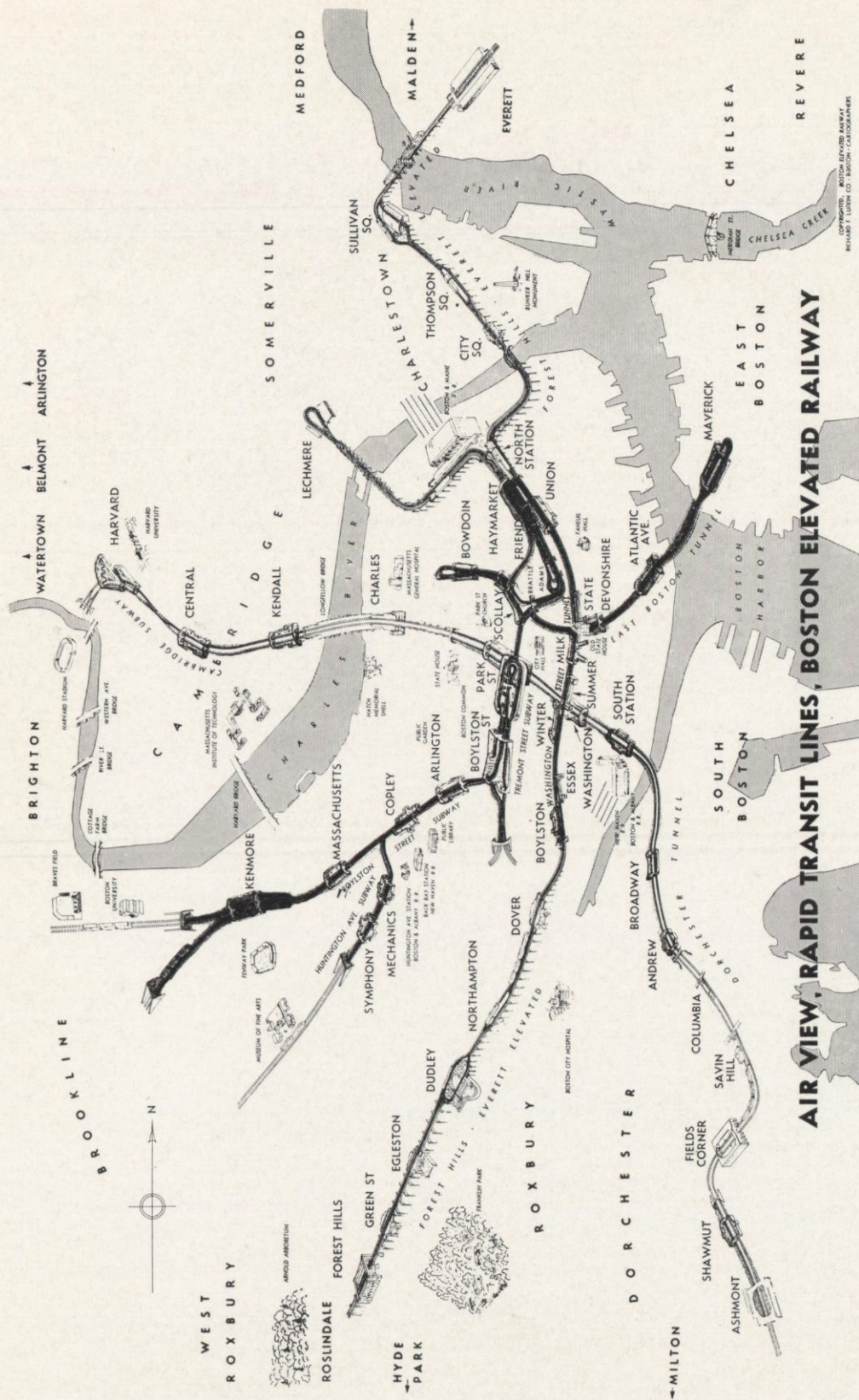
Annual Report

1944



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Serving the Hub Area



THE TWENTY-SIXTH
ANNUAL REPORT
of the
BOARD OF PUBLIC TRUSTEES
of the
BOSTON ELEVATED RAILWAY COMPANY

Year Ended December 31, 1944

The information contained herein is not given in connection with any sale, offer for sale or solicitation of an offer to buy any securities.

BOARD OF PUBLIC TRUSTEES

*(Appointed by the Governor of Massachusetts pursuant to Chapter 159
of the Special Acts of 1918)*

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HENRY J. SMITH, *Secretary*

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General Auditor

CHARLES A. McCARRON
General Attorney

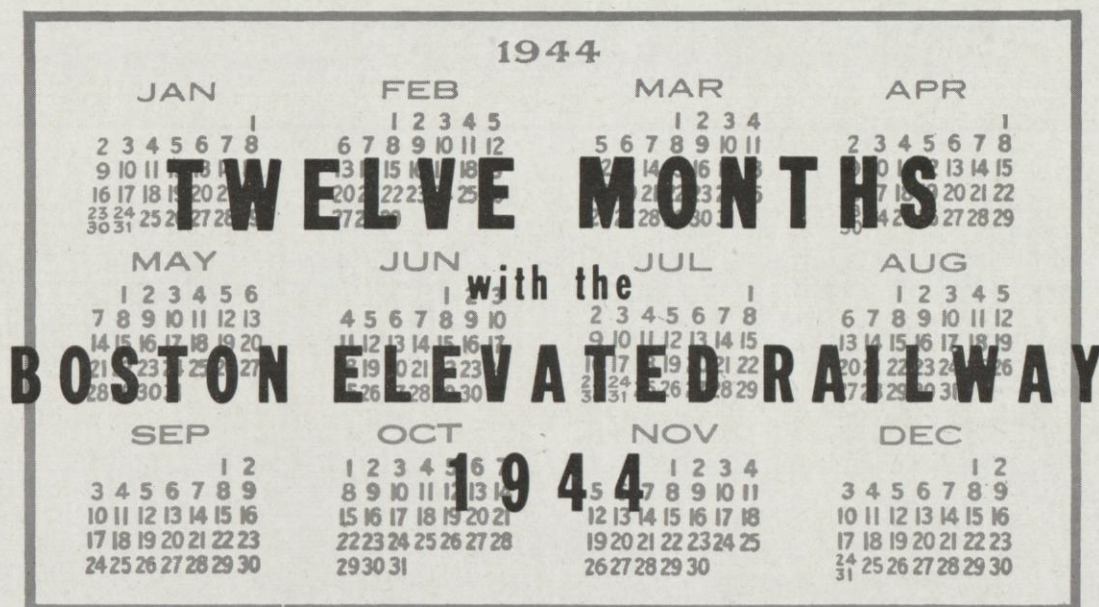
THOMAS A. DUNBAR
Comptroller

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FOREWORD

In 1944, the third complete year of operations under wartime conditions, the railway carried 417,069,378 revenue passengers, 1,134,255 fewer passengers than were carried in 1943 when the all-time record in this respect was established. The railway operated 57,088,181 miles of service in 1944, which corresponds with 58,240,174 miles operated in 1943.

During 1944 the riding on the railway system continued heavy. Seven of the months in 1944, as compared to the corresponding months in the previous year, showed increases in the number of revenue passengers carried. Riding during two months of 1944, June and July, was considerably less than for the same two months in 1943. The decrease in these two months of 1944 is to be accounted for by the fact that riding on the railway was extremely heavy in the corresponding two months of 1943 because of the stringent restrictions then in effect as to the use of gasoline. Except for the comparative drop in riding that occurred during June and July, 1944, the volume of riding in 1944 would have been even greater than in 1943.

WARTIME INCREASE IN PASSENGER TRAFFIC

EACH FIGURE REPRESENTS 50,000,000 PASSENGERS



THE FINANCIAL RESULTS OF OPERATIONS

For the year ended December 31, 1944, the total income of the railway was \$37,460,190.90 which was \$193,541.05 less than the income of the railway for the year ended December 31, 1943. The cost of the service in 1944 was \$37,891,128.36 and was \$1,826,963.49 more than the cost of the service in 1943. After profit and loss adjustments, the cost of the service in 1944 was \$393,020.27 in excess of the receipts in that year.

No deficit will be assessed upon the cities and towns served as a result of 1944 operations, because, in accordance with the terms of the Public Control Act, this excess in the cost of the service over receipts was taken from the reserve fund of \$1,000,000 which was restored as a result of operations in 1942 and 1943. A balance of \$606,979.73 remained in the reserve fund as of January 1, 1945.

THE COST OF THE SERVICE

The cost of the service is comprised of the operating expenses and of the fixed charges. In the year just ended, total operating expenses were \$27,068,251.99, an increase of \$1,868,087.99 as compared to 1943. The fixed charges and miscellaneous items totaled \$10,822,876.37 in 1944, as compared to \$10,864,000.87 in 1943, a decrease of \$41,124.50.

OPERATING EXPENSES

The increase of \$1,868,087.99 in operating expenses in 1944 resulted from a substantial increase in the wage cost and increases in the cost of material, supplies and fuel, and in the charge for injuries and damages.

The cost of wages increased by \$1,168,014.70 in 1944 as compared to the previous year. This increase was due principally to increases in wage rates within the limits of National Wage and Salary Stabilization Regulations, including the cost of a bonus plan approved by the National War Labor Board, and to a longer work week required by war manpower controls which, in turn, added to the overtime charges.

The cost of material used and of miscellaneous other items increased by \$293,779.42 in 1944 as compared to the previous year.

The cost for fuel, including coal, gasoline and Diesel oil, increased by \$289,139.99 in 1944 as compared to 1943.

The charge for injuries and damages was increased by \$142,564.99 in 1944 in order to provide a sufficient reserve for the settlement of outstanding claims and suits and for payment of court judgments.

FIXED CHARGES

In the year just ended, the railway accrued \$2,940,201.63 for taxes, which was \$8,579.75 lower than for 1943, but which was \$1,245,296.18 higher than for 1942.

In 1944, the railway accrued \$2,834,043.84 for subway and tunnel rentals payable to the City of Boston and to the Commonwealth of Massachusetts. At the end of 1943, because of an adequate excess in the \$1,000,000 reserve fund, the railway had available an amount sufficient to pay to the City of Boston the 1943 rental for the Governor Square Extension. Under the terms of the Governor Square Extension Act, the railway did not pay the 1944 rental for this extension, because at the end of 1944 the reserve fund did not exceed \$1,000,000.

The railway paid \$1,193,970 for dividends in 1944, an amount which it is required to pay annually under the terms of the Public Control Act.

The interest charge on bonds in 1944 was \$3,707,063.34 as compared to \$3,744,980.02 for 1943, a decrease of \$37,916.68. This reduction was accomplished by virtue of the refunding through the Boston Metropolitan District of \$2,600,000 of railway bonds which matured on March 1, 1944. On that day, the Boston Metropolitan District issued \$2,600,000 principal amount of $1\frac{1}{4}\%$ serial bonds maturing annually over a 25 year period and purchased a \$2,600,000 principal amount 25 year bond of the Boston Elevated Railway Company bearing interest at a rate of $3\frac{1}{4}\%$. Under the provisions

of Chapter 567, of the Acts of 1941, which authorized the purchase of these railway bonds by the District, the interest rate paid by the railway Company is 2% in excess of the interest rate on the District bonds issued to provide funds for the purchase. This two per cent. additional interest is used by the District to retire its serial bonds as they mature.

The savings to the railway from this refunding are shown in the following table:

Cost of Service Saving to Boston Elevated Railway Company Arising Out of Refunding of \$2,600,000. 5% Bonds Maturing March 1, 1944.

Amount	Rate	Maturity	Annual Interest	Annual Premium* or Discount and Expense	Total Annual Charges
Elevated Maturing Bonds \$2,600,000	5%	Mar. 1, 1944	\$130,000	\$3,761.07*	\$126,238.93
Elevated Refunding Bond \$2,600,000	3¼%	Mar. 1, 1969	\$84,500	\$341.16	\$84,841.16
Annual Cost of Service Saving	\$41,397.77	Saving over 25 Year Life of Bond		\$1,034,944.25	

Thus, on this bond issue, there is an annual saving of \$41,397.77 in the cost of the service of the railway and a total saving of \$1,034,944.25 over the life of the bond.

From the payments for interest and for subway and rapid transit rentals made by the railway in 1944, the sum of \$2,919,981.79 was made available for the retirement of public debt, which sum was divided as follows:

Boston Metropolitan District	
a/c retiring District bonds	\$2,248,527.52
City of Boston	
a/c retiring subway and rapid transit debt	569,304.27
Commonwealth of Massachusetts	
a/c retiring Cambridge subway debt	102,150.00
Total	<u>\$2,919,981.79</u>

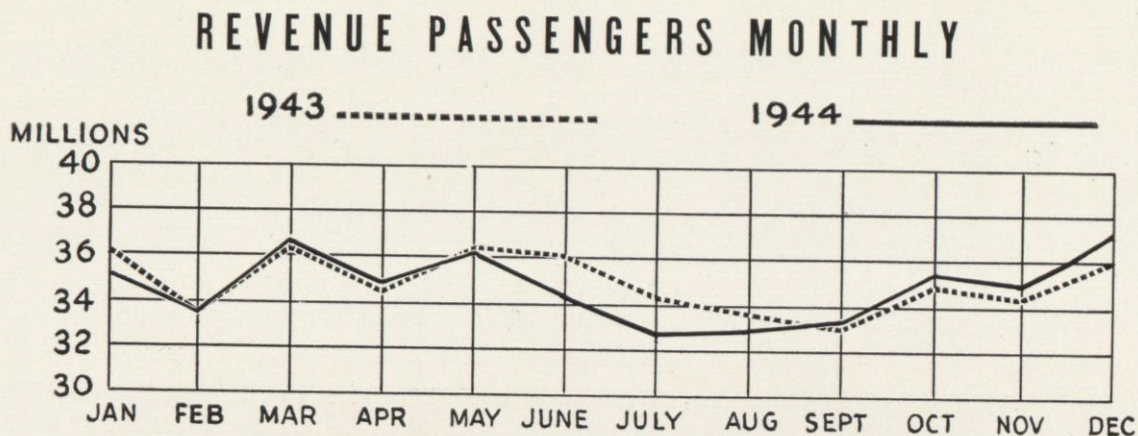
In connection with the retirement of public debt, we should like to call attention to the fact that the interest paid by the railway on its bonds held by the Boston Metropolitan District had, up to the end of 1944, provided funds for the retirement of \$16,558,000 of the District bonds. By July 1, 1959, funds provided by the interest payments of the railway Company will have enabled the District to retire \$54,159,000 of its bonds or more than two-thirds of the District's bonded indebtedness while the railway's obligations to the District will remain outstanding in the full amount.

THE "EL" IN 1944—ITS PERFORMANCE AND ITS PROBLEMS

The tide of riding, impelled by the war efforts and the restrictions on the use of automobiles, reached its high in the Summer of 1943 and, with but relatively slight variation, has held there ever since. The first step in the railway's preparations for what was foreseen even as early as the Spring of 1941 to be an ever-increasing demand for transportation facilities was to recondition rapid transit and surface cars which had been in storage. This work was performed in the latter half of 1941 and in 1942.

Subsequent to Pearl Harbor, the demand for transportation rose, gradually but steadily, and the railway primed itself to meet that demand. As has been observed in previous reports, in Boston there was available fortunately a railway plant which had been kept in good, safe operating condition over the years and which was able, without material expansion of existing facilities, to take care of a much greater volume of riders. That such was the case and that the plant has been used to a vastly greater extent, under the stimulus of an emergency, and has been of much greater utility than ever before to the residents of the metropolitan Boston area is best evidenced by the fact that the number of passengers carried in 1944 was almost 36 per cent. greater than in 1941.

Since the railway system had been geared to operate in "high" during the years from 1941 to 1943, the outstanding task in 1944 was to maintain it at its high level of efficiency and performance in spite of mounting obstacles.



THE PROBLEM OF THE 'RUSH HOUR' TRAFFIC

During the latter part of 1944, the riding during the "peak" of the evening rush hours assumed serious proportions. The number of passengers entering the 12 downtown subway and tunnel stations from five to six o'clock in the evening increased from the maximum of 60,000 that had prevailed for some time subsequent to the beginning of the war to a maximum of 69,000. As shown in the chart on Page 11, there was an increase of more than 20,000 riders throughout the entire "El" system during this five to six o'clock evening hour on December 6, 1944, as compared to the number carried on December 9, 1942.

This sizable increase has created a serious condition of overcrowding of the rapid transit and outlying feeder services in the evening rush hour. In our opinion, the chief cause of this increase in riding during the five to six o'clock evening hour has been a gradual breaking down in the system of "staggered" hours of work and travel for employees of companies and certain large groups of riders working within central Boston. Such a planned system of "staggering" of working and of travelling hours, instituted on October 1, 1942, had been extremely effective, in our opinion, in spreading the rush hour riding over a longer period of time and had reduced the number of riders from 5 p.m. to 5:30 p.m., the crucial period.

So serious had the evening rush hour period again become that we believed that we should call attention to it and accordingly had an advertisement published in the metropolitan Boston and local press at the end of 1944 and early in 1945. This advertisement, reproduced on Page 12 of this report, urged all who could possibly do so to avoid riding in the five to six o'clock evening rush hour and asked for a resumption, wherever possible, of a "staggering" of working hours in order to relieve the conditions of travel at this hour.

All who can do so should consistently avoid riding in this hour else an intolerable condition of overcrowding might easily develop during this period at the 12 intown stations and on the rapid transit and feeder services.

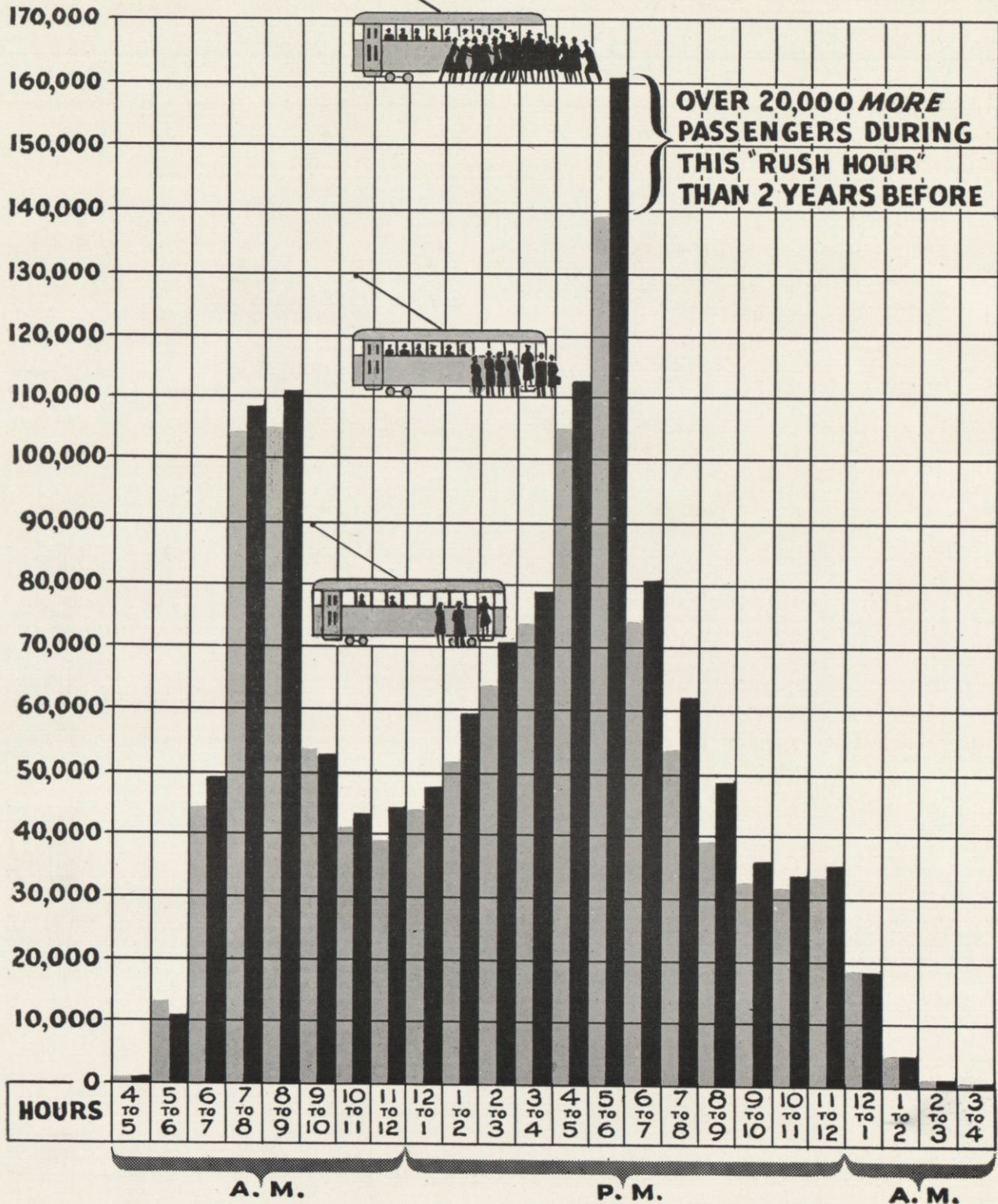
At this point, we wish to express our thanks to all persons who have refrained and who are refraining, whenever possible, from riding during the rush hours and also to the great body of riders, who, patiently and with an understanding of the trying conditions prevailing, have accepted, in a splendid spirit of co-operation, an unusual degree of crowding.

REVENUE PASSENGERS HOURLY

on WEDNESDAY, DEC. 9, 1942  and WEDNESDAY, DEC. 6, 1944 

THROUGHOUT *ENTIRE ELEVATED SYSTEM*

NO. OF PASSENGERS





IT'S TIME TO QUIT WISHFUL THINKING . . .

It's Time To Face Facts

At the first shock of war three years ago, everybody forgot self in the high resolve to win the war—to be worthy of our fighting men and women. Everybody "pulled together" no matter what the call—small or large.

Today our men are in mortal combat all over the world.

Our resources at home of men and materials are being reduced. This situation is likely to become worse as war needs become greater. The long, hard pull is here. The need for united co-operation; for steady, unremitting application to the job ahead is greater than ever.

None of us can afford to be thoughtless in the days ahead. Many of the requests for co-operation are small in themselves—large when taken together.

TAKE THE MATTER OF WARTIME "ELEVATED" TRANSPORTATION

Continuous "El" transportation is essential if war workers, Navy and Army personnel are to reach their jobs on time. The "El" must also endeavor to operate the best service possible for you, the Civilian.

Two years ago we asked you to do a simple thing—avoid riding the "El" between 5 and 6 p.m. in order to relieve congestion—to make room for essential riders. We asked companies and certain large groups of riders to "stagger" their hours of work and travel.

YOU SHOWED THAT CO-OPERATION WAS POSSIBLE

In response to the call, many thousands of you re-arranged your plans and the Elevated was able to carry on with your co-operation.

WHAT'S THE STORY TODAY?

Nine thousand *more* riders are entering the 12 downtown subway stations between 5 and 6 p.m. and are using the "El" during this big rush hour.

We've managed pretty well for three war winters to carry the 60,000 persons who have been using these 12 downtown stations between 5 and 6 p.m. But when rush hour figures get up to 69,000 as they have now, we've got to ask for some more of that co-operation the public gave us at the beginning of this war.

YOU DID THIS BEFORE---- PLEASE DO IT AGAIN

At that time, you realized we were having great difficulty getting repair parts, let alone new cars; that we were losing personnel to the Armed Forces; that Elevated transportation was essential to the war effort. All that is still true today—only more so. While the "El" has a few more cars, it's short of operators to run them. Last year it was able to hire 300 but it has lost 500. Today the "El" is hiring all the operators it can get. Meanwhile, rush hour traffic is too heavy. Many more persons now have to depend on "El" transportation; the third year of war has "retired" many more automobiles than in '42 and '43. The period just ahead is the toughest of all the year. Up to now, Old Man Winter has been very lenient with us here in Boston. But in the next three months he may "hit below the belt" and that means extra work on "El" lines.

WE ASK YOUR HELP

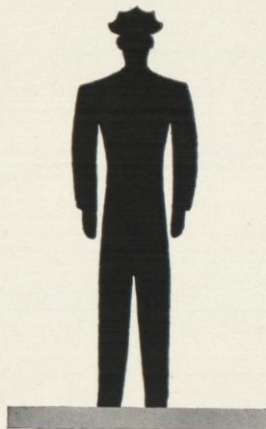
You can help, as you did before, and as we know you will again. If you're a housewife or haven't a job in Boston, and if you can do so, please go home before the rush hour. If you're in a position to institute the "staggered hour" system of home-going in an office, store, or shop, by all means co-operate. If your business had a staggered hour system which is no longer in effect, please re-establish it.

Until this war is won, until repair parts, materials and equipment can be released for peacetime use, and until an adequate supply of manpower once again is available, remember the "El" *must* have the co-operation of all in order to perform its essential wartime transportation job.

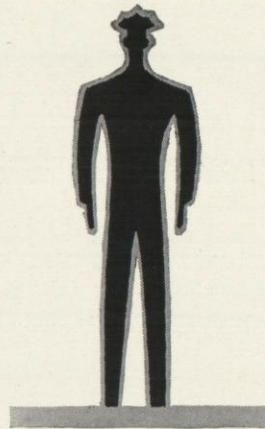
IF YOU DON'T HAVE TO TRAVEL RUSH HOUR --- DON'T DO IT!

BOSTON ELEVATED RAILWAY

Copy of advertisement asking for the co-operation of the riding public during rush hour travel.



NOV. 1, 1943
3361



DEC. 31, 1944
3156

DIFFICULTY IN OBTAINING MANPOWER REPLACEMENTS

Manpower replacements presented a major difficulty during 1944, particularly in the important field of the blue-uniformed men. The number of operators, conductors, motormen and guards has been dwindling constantly from a top employment of 3361 on November 1, 1943, to 3156 on December 31, 1944, a loss of 205.

The drain in manpower, arising from men leaving for the armed services, from retirements, deaths and other reasons, is causing us to lose blue-uniformed men faster than they can be replaced by general recruitments or by the return of men from the armed services. During the year just ended, 518 blue-uniformed employees left the service of the railway for various reasons and 321 were employed.

As to the employees in the shops where the rolling stock is repaired, the situation is not so serious except in the automotive division. We are unable to obtain any skilled automotive mechanics. Moreover, only a few unskilled men who can be trained are available. We are also falling behind in the supply of men to do car-cleaning and similar types of work.

By means of the publicity resources of the railway and by newspaper and radio advertising and through the United States Employment Service, we have endeavored to obtain manpower replacements. Since June, 1942, replacements have been certified through the United States Employment Service, which bureau has been extremely co-operative. The examinations given to applicants for positions as operators of surface vehicles and as guards on rapid transit cars are conducted at this bureau and are of such a nature as to make available to us as many persons as

possible who can be trained for these positions. The United States Employment Service has certified, after examination, a number of car cleaners, women collectors and mechanical and electrical workers. The bureau has also sent us some men to work as porters and laborers.

The labor situation was helped somewhat by the employment of women. As of the end of 1944, there were 36 women conductors, 16 women guards on the rapid transit cars and 56 women working in the shops.

The expected requirements of the armed services in this year, 1945, are likely to accentuate our difficulties in manpower replacements for both the blue-uniformed and shop forces.

Another serious problem is the one with respect to obtaining certain materials, supplies and repair parts.

SHORTAGE IN THE SUPPLY OF COAL

Coal is the largest single item of material in the railway's stock accounts and is the first essential in the operation of our power system. Since December, 1943, the railway has been subject to the regulations of the Solid Fuels Administration for War as to the amount of coal it can order and receive in any month, the amount being determined by its estimated monthly consumption and the number of days' supply on hand. The regulations now permit us to receive only sufficient bituminous coal for our power stations to maintain a 25-day supply.

The effect of the regulations and the inability of our contractor to obtain vessels for the delivery of the full amount of coal the railway was permitted to receive under its contract has resulted in a substantial reduction in the amount of coal on hand.

SCARCITY OF LUMBER

All kinds of lumber are difficult to obtain. On several occasions, our standard not being obtainable, we have been obliged to accept lumber of poorer quality. In many cases, we have experienced difficulty in finding more than one or two suppliers who were willing to bid on our requirements of lumber, and those who have bid have not always been in a position to furnish all of our requirements in the quality we require or to make delivery in season for our needs.

THE RUBBER SITUATION

The tire and tube situation became increasingly critical during the year 1944, particularly during the last quarter. For a time, we were fearful that we would not be able to obtain enough heavy-duty tires to keep running the number of rubber-tired vehicles required to furnish the scheduled

service. Although to date we have not been forced to put up any buses or trackless trolleys because of lack of tires, this may happen at any time because an adequate supply of large, heavy-duty tires is not available to meet the essential civilian demand.

One of the important factors leading to the tire difficulties has been the fact that on the railway property, since the Fall of 1943, the railway has used synthetic tires. The manufacturers of synthetic tires for use on buses, trackless trolleys and trucks have not yet perfected this type of tire. Great progress has been made but the weight of the vehicles and the conditions under which heavy-duty bus, trackless trolley and truck tires are used, still leave a margin for improvement in their manufacture.

Still another factor has entered into the durability of the tires now being used. Under governmental regulation, tires must be recapped before they have passed the point of wear at which recapping is advisable. From December, 1942, the railway has been using recapped tires. These tires, recapped with synthetic rubber, although capable of giving reasonably good service cannot stand as hard usage as pre-war tires made with natural rubber or as tires recapped with natural rubber.

By virtue of the fact that about 1,500 of the railway's 5,100 bus and trackless trolley tires are synthetic and that we are also using recapped tires, of which we now have 1,100, extra care is being taken by operators and shopmen in their use and inspection in order to obtain from them all possible mileage.

At the urgent request of the Office of Defense Transportation and in order to help the war effort, we cut our normal minimum supply of new tires in half during November and December, 1944.

For 1945, there is every likelihood of a serious shortage in tires. In fact, the tire manufacturing industry is operating on a seven-day week basis in order to keep pace with the requirements of the armed forces and to try to meet essential civilian demands.

SCARCITY OF AUTOMOTIVE REPAIR PARTS

Automotive repair parts have become increasingly hard to obtain. The overhaul program on bus engines, transmissions, and other parts is falling behind with a consequent increase in the number of buses held out of service for repairs. In December, 1944, there were 109 buses held out of service for repairs as compared with 56 for the same month in 1943. Keeping buses in a good state of repair has been made more difficult because of the necessity of using certain substitute parts, those being all that were obtainable. Their use has resulted in a drastic reduction in the interval of time between bus overhauls.

SUPPLY OF GASOLINE IN 1944

Although rationed to the railway, as to all other consumers, gasoline was available in sufficient quantities to meet our needs in 1944, although the quality of the product we prefer is not now available. In 1944, we were not called upon, as we were in 1943, to curtail service drastically for several months in order to ease a critical situation.

ADEQUATE STEEL RAIL

Steel rail is available to the railway only after we have received governmental approval to acquire it. The actual rolling of the rail is scheduled by the government under arrangements that are made with the steel mills. We have had the rail which we needed.

IMPROVED DELIVERIES

The delivery of some of the supplies and of the manufactured products needed in the operation of a transportation system was speeded up a little in 1944 so that the length of time taken between the ordering and delivery of some supplies was shortened. We have received materials during 1944 which had been on order for a long period of time, and some classes of material which were not available at all were again procurable. Wants are now being forecasted for a long period ahead and much of our material is ordered a year before it is needed, to be delivered during the quarters in which it is needed.

Whether or not the improvement in the length of time taken for delivery of equipment, materials and supplies will continue will depend upon the progress of the war.

We should like to say here that our appeals to governmental agencies for relief in obtaining equipment, materials, and supplies have received prompt and courteous consideration. On numerous occasions, these agencies have assisted us in procuring supplies.

EXAMINATIONS FOR INSPECTORS, STARTERS AND TOWERMEN

At various times during the year just ended, the railway held six examinations for the purpose of qualifying men for supervisory positions and for positions requiring knowledge and ability of a specialized nature. Three of the examinations were for the positions of extra starters, one for the positions of extra inspectors and two for the positions of extra towermen.

As opportunities occur for work in these positions, the men who qualify, by virtue of the examination, are assigned to perform this work in accordance with their ranking. Ultimately, when vacancies occur in the positions of regular inspectors, starters or towermen, the extra men who were qualified for these respective positions are advanced in accordance with the ranking they received in the examination.

LEGAL PROCEEDINGS RELATIVE TO THE UNPAID DEFICITS

Deficits aggregating \$3,652,573.73 for the period from March 31, 1940, to March 31, 1941, notified to the Treasurer and Receiver General on April 16, 1941, and for the period from March 31, 1941, to December 31, 1941, notified to the Treasurer and Receiver General on January 27, 1942, have remained unpaid by the Commonwealth. In our previous annual reports, we have referred to the various legal proceedings relative to this matter.

Since our last annual report, the decision of a Judge of the Superior Court overruling the demurrer filed by the Company, by authorization of its Board of Directors, to the proceedings brought by the Attorney General for a declaratory judgment was reported to the Supreme Judicial Court, and arguments were had thereon at the December Sitting of the Full Court.

The bill in equity which had been brought by certain taxpayers to restrain the payment of these deficits was heard on demurrer, and a decree has been entered in the Superior Court dismissing the bill. An appeal from this decree has been taken to the Supreme Judicial Court.

For the reasons indicated in our last report, a petition was brought in the Superior Court on February 1, 1944, under G. L. Chapter 258, relating to claims against the Commonwealth, to secure a judicial determination of the validity of the deficits in question and seeking to recover the same. A demurrer and plea in abatement interposed by the Commonwealth to this action were overruled by the Superior Court, but the case has not yet been heard on the merits.

PURCHASE OF WAR BONDS

As of the end of 1944, there were 6,518 employees, or 93 per cent. of the total number, who were purchasing war bonds on the payroll deduction plan. From time to time and in various ways, the railway has stimulated the purchase of war bonds.

DONATIONS TO THE RED CROSS BLOOD BANK

A continually increasing number of employees of the railway have offered of their blood to the Red Cross Blood Bank. Some of the employees have given a number of times, one 12 times. In aid of this wartime endeavor, the attention of the employees has been directed at the urgency of the need of blood to help save the lives of our fighting men.

GOOD SAFETY RECORD

The railway's record of collision accidents during 1944 continued good and was about the same in number of collisions on a surface mileage basis as in 1943. Moreover, in 1944, the record of collision accidents on a mileage basis was better than the record for 1941, the last year for which the American Transit Association awarded the railway a plaque for "high achievement in passenger safety". Since that award, the railway has been barred from further competition because of its many awards, six in number.

In view of the large number of new men who have been engaged and trained for surface operation, of the heavy volume of riding and of the increased surface mileage, the low level of collision accidents on a mileage basis that has been maintained over the war years is a reflection of the railway's long continued efforts to prevent collision accidents and of the employee's co-operation therewith.



EMPLOYEES IN THE ARMED SERVICES

As of the end of 1944, there were 982 employees who had left the railway for service in the armed forces. Of these, 122 had been released from the services, most of them because they were over age and the others because of physical reasons. Of this number, 116 had returned to work for the railway and the others, six in number, had not applied for re-employment.

The names of all of these employees are printed upon the two centre pages of this report.

We are sorry to record that during the year just ended nine former employees were reported to have died while in the service of our country and three were reported missing in action.

The following former employees were reported to us in 1944 as having died in the armed services:

Sergeant Robert H. Tarbell, of the Marines, a former operator, was killed in a bomber crash in North Carolina on February 8.

Lieutenant James V. Shoulder, of the Army Air Force, a former guard, was killed in a plane crash in Hawaii on April 26.

Sergeant George L. Ford, of the Air Force, a former operator, was killed in action in New Guinea on May 15.

Sergeant Ambrose D. Griffith, of the Air Force, a former operator, was killed in a plane crash in South Hadley, Massachusetts, on May 28.

Private First Class Joseph M. Fichtner, of the Signal Corps, a former night telephone operator in the Park Square Building Office, was killed in action in France on August 6.

Private James L. Morrissey, a former operator, was killed in action in Italy on August 10.

Private J. Charles Landry, a former operator, was killed in action in Italy on September 28.

William F. McGrath, M.M. 2/c, a former operator, was killed in action in the Pacific on September 5.

Daniel F. Shea, Mo. M.M. 2/c, a former operator, was killed in action in the Philippines on November 10.

The following former employees were reported to us in 1944 as being missing in action:

Corporal Peter M. Cunniff, of the Army Air Force, a former messenger in the power department, was reported missing in action over Germany on March 27.

Lieutenant John L. Donohue, a bombardier, a former collector, was reported missing in a raid over Italy on June 22.

James P. Cunnally, Mo. M.M. 1/c, a former machine chauffeur repairman, was reported missing in action on October 24.

PLANS FOR THE POST-WAR PERIOD

Planning for the years of peace to come after the ending of the war is engaging a part of the attention of manufacturing, industrial and transportation companies. Present-day planning is in order since during a war period there is little chance for changes, experiments or improvements. On this railway system, the main effort of management has been to utilize the existing railway system in such a way as to give the maximum transportation service with the existing facilities.

Various changes and improvements are being considered by the trustees and the railway management. These include a substantial expansion of trackless trolley operation, a greater use of the Presidents' Conference Committee Cars, more commonly called "P.C.C." cars, changes in the Orient Heights-Revere service and the replacement of buses in the post-war years.

TRACKLESS TROLLEY EXPANSION

Shortly before the war began, the railway had developed plans for the operation of one line of trackless trolleys between the Salem street carhouse and the Sullivan Square station via Winter Hill and of another line between the Clarendon Hill carhouse and the Sullivan Square station via Broadway. On Page 21 of this report is shown a map of these lines. Because of the war and of the expected difficulty in obtaining the necessary equipment and materials, this substitution of trackless trolley service for car service was postponed until conditions would permit it. As soon as the line materials and equipment are again available, the railway proposes to go ahead promptly with this project. In addition to these two main lines, the railway proposed to install trackless trolley equipment on Cross street, Somerville, in order to operate the Davis Square-Sullivan Square line with trackless trolleys and to install trackless trolley equipment on Alford street, Charlestown, in order to provide a connection from the Sullivan Square station with the Everett trackless trolley night routes and with the repair shops in Everett. For the operation of the two main lines and connections,

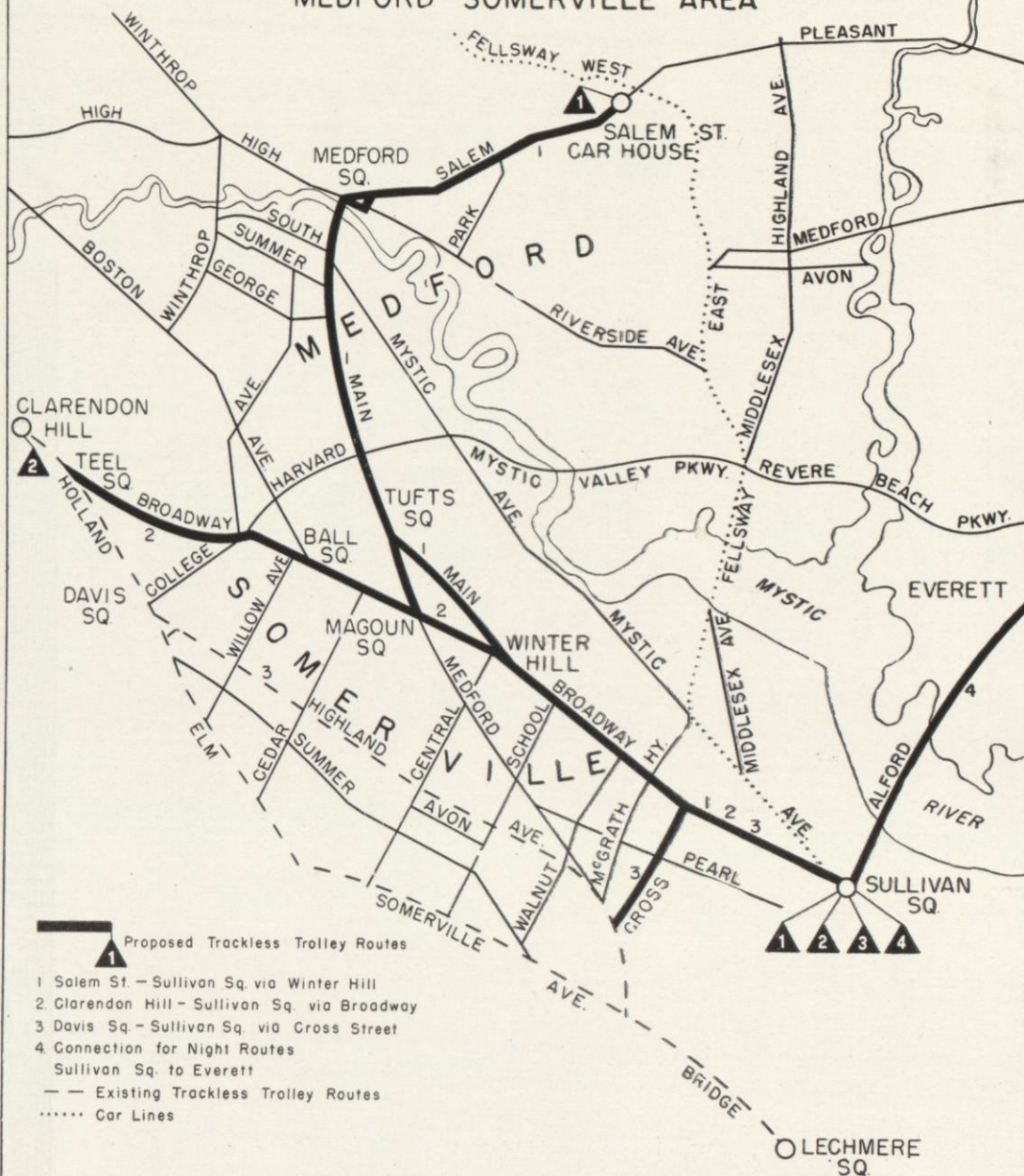
25 trackless trolleys would be necessary, and these have been on order for some time.

Plans have been prepared for the substitution of trackless trolley service for car service on nine lines now operating in a large part of the Dorchester area and in a small part of the Roxbury area. The car lines which are to be converted to



PROPOSED POST-WAR TRACKLESS TROLLEY ROUTES

MEDFORD-SOMERVILLE AREA



Roll of Our Employees in the United States of America

Robert F. Gannon
John R. Burnett
George E. Ellard
Harry R. Buckley
John T. O'Neill
Kenneth S. Richardson
John A. McWatters
Clarence L. Gwynne
William Prudente
Richard G. Blasser
James E. D. Rhoden
John L. Toronto
John J. Meade
Frank J. McGowan
John D. Mason
John A. Blunden
John F. Looby
George C. Oliver
Edwin J. Armstrong
B. George Doucette
Francis G. Kelly
Robert F. Gavin
Francis J. Kelly
Charles J. Good
John J. O'Leary
Gerald G. Greeley
Francis G. Healy
James J. Greeley
Francis X. Lyons
William A. Whelton
Ralph Miller
Joseph F. MacDonald
John J. Cummings
Allan J. Doyle
Julius G. Hirsch
Thomas F. Maguire
Peter J. Murphy, Jr.
Charles E. Penders
Paul F. Shone
Albert L. Anderson
Dennis Halloran
Ernest P. Keenan
Harold Balkan
Raymond E. Hannigan
Daniel J. Harrington
Joseph G. O'Connor
Michael J. Powell
John J. White
John E. Catherwood
Francis P. Crowley
Paul L. Barrett
Austin G. Jackson
Hubert G. Canniffe
Francis J. Fleming
John F. Judge
Edward J. Murphy
Joseph T. Reynolds
William J. Roche
Stephen G. Johnson
Charles A. Blessington
Benjamin H. Altman
David H. Gorman
William T. Troughton
Thomas J. Hill
James J. Clerk
Donald B. Doyle
John H. Wilson
James F. Colby
Vincent P. King
John M. Connolly
Everett M. Thayer
John F. Buckley, Jr.
Norman W. Knox
Robert F. Freeman
Francis F. Henderson
John J. Noone
Walter J. Walker
Richard W. Forrest
Philip A. Brine, Jr.
John A. Kelly
Paul R. Collins
Daniel M. Glynn, Jr.
Henry F. Murray
Daniel P. Crowley
Robert M. Shea
John D. Ahern
Andrew W. Wright
William F. Carr
Frederick J. Lantry
John F. O'Sullivan
Thomas M. Clancy
Cornelius T. Cohan
Bernard J. Kenney
Victor F. Moore
Thomas M. Nee
Daniel F. Shea
Walter J. Stanton
Raymond G. Mahoney
Warren J. Collins

James P. Aspro
Lawrence Bresnahan
Louis S. Dominics
Edward L. Smith
Michael F. Maguire
George A. Clements
John F. Dullahan
Frederick A. Mahoney
Edward L. Desmond
Thomas H. McLaughlin
Anthony C. Spina
Charles L. Wagstaff
Joseph A. McLellan
Vincent J. Beal
Thomas F. Carly
John P. Corbett
William H. Crosby
John E. Handrahan
James V. Hegarty
John J. Ryan, Jr.
Waldo D. Van Ness
Joseph F. Higgins
John P. Doherty
Ambrose D. Griffith
Joseph L. Mulken
Thomas J. Carey
John J. Cronin, Jr.
Donald J. O'Hanley
Arthur R. Brooks
Arthur H. Ordway
Allan T. Kilty
James H. Reed
Henry M. Shields
Robert P. Sisson
Walter T. Brazil
Patrick T. McCarthy
Charles R. Colley
W. Raymond Warren
Lewis M. O'Leary
William A. Fisher
John R. Norton
Edward P. Riley
Sidney H. Wilkins
Francis J. Gallagher
Martin D. Sweeney
George E. Vowles
Walter J. Berry, Jr.
Thomas B. Boyle
Edward J. English
Edward F. Wallace
James M. Fitzpatrick
Bernard J. Carter
Richard R. Rodwell
Richard G. Toomey
Charles A. Waele
Christopher L. Gambon
George A. Upshall
James E. Coffey
Victor W. Cornoni
Joseph P. Stanley
Joseph P. Keating
Edward L. Wilson, Jr.
Joseph E. Higgins
Carroll D. McCarthy
Joseph M. Dempsey
James P. Grant
Joseph R. Burke
William J. Hardiman
Henry J. Coppola
Garrett T. Barry
Joseph A. LaVoie
James P. Mullen
Arthur M. Wells
Paul J. Fleming
Lawrence M. Fleming
Thomas J. Ford
Joseph D. Sullivan
Frederick P. L. Sullivan
Harold T. McDermott
James V. Shoulder
Andrew J. Higgins
Edward L. Burns
Philip B. Ashworth
William J. McCrevan
Fremont S. Bassett
Francis X. Cronin
William D. Davies
Frederick E. Doherty
J. Leo Donohue
David G. McCallum
Cornelius J. Collins
Joseph F. Casey
Abraham Hodus
Ernest G. Dick
Paul L. Dynan
Thomas F. Holland, Jr.
Anthony W. Kelly
Paul E. Lane
Daniel J. Linehan

John J. McDonough
Lester G. Miller
Lawrence M. Neylon
Thomas P. Kevill
Albert V. Hanley
Thomas J. Ford
Joseph J. Walsh
John N. Costas
William J. Driscoll
Thomas J. Fleming
John Herlihy
Hugh F. Kelly
George P. Hembrough
Thomas F. Boyd
William R. Condon
Joseph T. Flanagan
William E. Joyce
George M. Gaetani
William F. Seaver
Patrick J. Casey
William A. Collins, Jr.
Eugene J. Keefe
Joseph A. McCarthy
James E. Hurley
Martin J. Cuniff
James P. Devlin
John M. Hutchinson
Herbert J. Keleher
Joseph J. Morrisroe, Jr.
Joseph A. Glynn
Vernon L. Carroll
James F. Dwyer
Dustin M. Colby
John H. Sullivan
Alfred G. Watson
Paul F. Georin
Leo J. Halpin
Henry L. Dowd
Joseph T. King
Daniel J. Conway
Anthony Papaleo
Herbert M. Whittier
Robert W. Ryan
Thomas E. Wood
George R. Brooks
George J. Dold
C. Ralph Knight
Allan J. Browne
Daniel J. Glynn
John J. Casey
John S. Boutiller
Edward S. Monroe
Lambert P. Boyle
Frank M. Hutchins
John F. Falkland
Charles W. Fennessey
Arthur A. Egan
Philip J. Dynan
Paul S. Fitzmaurice
John R. Weafer
John P. Mullen
William J. Owens
John E. Toomey, Jr.
Thomas Bartley
Ludvic J. Barkavich
Henry E. Bergstrom
Joseph Ackman
Bedolph Anderson
John H. Mackenzie
Melvin G. Heaton
Robert K. Kylen
John J. Curley
Charles W. Rodwell
John J. McCabe
Joseph M. Hager
John P. Keane
Franklin H. Fowler
Vernon G. Seeley
Thomas Caliri
William G. Hawe
Andrew J. McDonough
Thomas J. Killion, Jr.
Louis Nuzzo
Philip J. Carrigan
John P. Doherty
Joseph H. Murphy
Edward E. Assad
Patrick F. Doyle
Arthur D. Leary
Francis P. McGloin
Robert H. Tarbell
Edward C. Ducie
Alfred G. Lynch, Jr.
Nicholas B. Fermano
James P. Goodwin
Charles F. Gillis
Alfred S. Romeo
Joseph J. Holleran
Charles R. Stephens, Jr.

Joseph F. Casey
Joseph F. McDonald
Joseph C. McGrath
John P. Murphy
Michael Sullivan
Francis M. Curran
Bartholomew J. Moriarty
Michael J. Crowley
William F. Hynes, Jr.
Charles F. Keenan
Warren F. Daley
Joseph M. Gavin
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James A. Callahan
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Harold F. Reardon, Jr.
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Vincent P. Wright
Timothy J. Moriarty
Merton E. Evans
Thomas J. Norton
William V. Saunders
H. Paul Royden
Martin L. Moran
Thomas F. Maloney
Robert F. Leonard
Daniel J. McInerney
Ralph J. Reavis
Francis Andruski
Edward J. Canney
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Albert F. Kelley
John J. Liddell
John J. Sullivan
John J. Dorney
Thomas W. Irvine
David C. Noonan
John J. Tracey, Jr.
John J. MacKay, Jr.
Paul D. Martin
John T. McNicholas
Oliver J. Pelose
Lambert P. Anastras
Joseph P. Lynch
John Matook
John J. Morris
Stephen J. Sweeney
John M. Sullivan
Roland F. Dasey
Francis G. Fallon
Charles J. Foy
Patrick G. Long
John J. O'Brien
Daniel F. Dullea
Ralph P. Baldassarre
John J. Glennon
Edward P. Collins
Leo R. Goss
J. Charles Landry
James D. Thomas
George O. Whittier
John T. Bagley
Edward J. Doherty
Joseph P. Lonergan
Thomas F. McDonough
John J. McGrath
James H. Kivell
William G. Carroll
John J. Glynn
John M. Herlihy
Patrick F. Moynihan
Robert J. O'Brien
Robert W. Hay
Robert J. Monroe
Lloyd E. Carlsen
Charles T. Boyle
George F. Corbett
William J. Donnelly
William F. McCrystal
John J. Mace
James E. Brown
John L. Mahan
Joseph F. Sullivan
Ernest R. Wriest
George R. Sullivan
Joseph A. Sweeney
Henry W. Barth

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John F. Downey
Walter F. Horsford
George J. Murphy
Richard J. O'Neill, Jr.
James F. Reidy
William F. Shea
Abraham S. Weisberg
Robert E. Barry
Raymond J. Prendergast
John J. Bradley
Joseph Brilliante
James L. Gallagher
James C. Baird
Francis O'Rourke
Martin T. O'Toole
Edward J. Brennan
Arthur G. Donahue
George F. Harrington
John M. Mulken
Robert E. Green
James F. Chisholm
Jerry Hutchins
Thomas H. Brown
Frank M. McNulty
William G. Murray
Charles E. Calhoun
Walter B. Egan
Joseph A. Keary
William F. Downes
James F. Connors
Cornelius J. Cronin, Jr.
Thomas F. Downey
Thomas R. Gardner
George F. Keegan
Patrick E. Mallen
Edward F. McCarron
Martin T. Moore
Harold M. Tower
Joseph T. Shea
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Charles J. Hayes
James P. McMahon
Henry W. Norton, Jr.
Ralph W. Wallace
Anselm C. McLean
Joseph F. Connell
Daniel F. Donovan
James P. Gordon
Francis J. Morris
Edward J. Lynch
Herbert E. Wright
Edward J. Fanning
Paul E. Fitzgerald
William E. Ingraham
Joseph A. Savage
William F. Daly, Jr.
Charles P. Dunigan
James G. Leisk, Jr.
Kermit P. Atkinson
William P. Crowley
William F. Mahoney
Francis X. O'Leary
James F. Harrington
Vincent J. Kearney
Joseph F. Keegan
Elmer E. Taber
Paul L. Carey
Nicholas T. Papadopoulos
James R. Dobson
Joseph M. P. Gavin
Barbara A. Powers
Edward J. McAuliffe
William F. McCormack
John F. Hanlon
Philip E. Holmes
James J. Lee, Jr.
James L. Considine
Francis J. Leary
Thomas E. McDermott
Carl W. Dahlstrom
John B. Donoghue
Joseph E. Eichorn
Francis D. Lane
Lawrence L. Sullivan
George F. Baker
Daniel G. Cassidy
Francis V. Collins
Richard H. Conmaford
Maurice G. Cusack
George L. Ford
John T. Hegarty
John J. Killeen
Charles J. McCarthy
James D. Riggs
James F. Scott
Walter Bodnar
Donald King
Albert N. Cox

Joseph P. H.
Eugene J. K.
John J. Lort
Joseph F. M.
John J. Sh.
William E.
Charles E. H.
Michael T. G.
Louis J. G.
Patrick J. M.
J. Arthur S.
Harry R. H.
James L. M.
Andrew P.
William G.
David F. A.
Joseph D. C.
Thomas D.
D. Edward
Ernest B. F.
Irvine T. H.
John J. Hol
Joseph B. H.
Patrick S. M.
Dean K. St.
Albert E. C.
Edward L.
Julius C. M.
Joseph W.
Thomas E.
Francis O.
Martin J. M.
Stanley W.
Austin C. G.
Joseph F. H.
George F.
Joseph R.
Ardashes J.
Joseph F.
Edward F.
John J. M.
Edward E.
Samuel J.
Leslie W. C.
Fred D. Fl.
Cornelius J.
Kenneth B.
Francis H.
Leo J. Cas.
James J. B.
Earl F. Ba.
Ralph A. C.
James E. F.
Robert Fry.
Frank H. C.
Charles F.
Lawrence
Melbourne
Joseph M.
Joseph M.
James P. C.
Dennis L.
Francis D.
Joseph C.
Robert H.
James A. S.
Leo C. Wa.
Edward P.
John W. C.
Anthony M.
Edward F.
David N. F.
John J. M.
William J.
Thomas J.
James W.
Albert J. M.
John J. Sp.
Thomas A.
George L.
William G.
Christophe
Patrick J. W.
John J. W.
Edward S.
Frank A.
Frank J. D.
Charles J.
James J. I.
Vincent T.
Frederick
Franklyn
John A. M.
Carroll E.
James F. M.
Wilbur F.
Edward L.

Uniformed Services of the America, World War II

ynes	David K. Gill	Thomas D. Curtin	Memelaos F. Hatzimemolis	Arthur J. Briere
eeagan	Douglas Hayward	Floyd R. Hemenway	Raymond F. Fecteau	Anthony F. Coviello
on	Marino C. Cerullo	Charles J. Pagliuca	John E. Fennell	Louis L. Melito
eyer	Daniel M. Donovan	John W. Chalmeers	George C. Ash	Patrick P. Maher
anon	David Dunbar	Albert F. Diggs	Matthew J. Connell	Joseph F. Caulfield
Mulvey	Matthew A. J. Farragher	Carroll F. Montague	Edward F. Dempsey	George F. Smith
ington	Gad R. Bartlett	John W. Raleigh	Allen L. Fidler	Manuel G. Call
asey	Abraham Goldberg	Rudolph C. Thyne	Richard W. Fleming	Allen J. McEachern
don	Joseph B. Campbell	Thomas J. Walsh, Jr.	John A. Hill	James B. McHugh
ane	Alfred K. Gill	Charles J. McCrystal	Francis E. Horgan	Lucius J. Trial
agan	Preston Jackson	George S. Palmer	Thomas R. Lombard	Walter J. Brahm
oskinson	William R. Mahoney	Walter H. Tomlinson	Edward J. McGreal	James A. Feeney
orrissey	Edward J. Moore	Thomas J. Lawless	William A. Reilly	Joseph L. Gill
Murray	William H. Morris	John P. Donovan	John J. Sullivan	William A. Mitchell
O'Neil	Frank J. Scannell	Joseph Pignato	Francis H. Yout	Daniel J. Hurley
thur	Francis J. Sullivan	Henry T. Horne	Marshall D. Bridges	William F. Goode
arleton	John T. Leonard	Charles F. Cain	Harold L. Gurin	Leo R. Tvo
Kelley	John E. Mittenberg	Melvin J. Bethool	Thomas N. Larkin	Walter E. Cuff
Matheson	Patrick J. Cavanaugh	Richard W. Brennan	Gerald J. Lee	John J. Donovan
ickie	Thomas Desmond	Arnold P. Charles	Leo M. Murray	Joseph V. Wieners
ines	Horace D. Bonsey	Michael J. Hurley	Jack H. Kemp	Ornofo J. Amendolare
land	William F. Burke	Joseph G. Scarry	William E. Connell	John C. Cohan
McPherson	William A. Connolly	Phillip B. Sullivan	Joseph P. Campbell	Thomas C. Foley
Wallace	Stephen M. Gibbons	William H. Sullivan	Daniel F. Carey	Herman W. Olive
ckwell	Carl L. Osgood	Almon Tutein	Robert J. Griffin	Alfred J. Sullivan
Hamberlain	John M. Shee	John A. Tynan, Jr.	Walter J. Keith	Herbert O. Carpenter
Falk	David W. Kiley	Joseph D. Cannon	William J. King	Edward W. Dyer
orrison	Ronald J. MacDonald	Daniel J. Cremens	Jeremiah J. McCarthy	Leroy W. Eisner
Reardon	Albert S. Garelo	Peter M. Cunniff	Vincent F. Tracy	Joseph W. McCarthy
Driscoll	John E. Hurd	William F. Dolan	Erling N. Hansen	Howard J. Kane
Clifford	Kenneth B. Lindall	Everett J. Francis	John J. Twobig	John F. Flynn
Murphy	Fred F. McDonald	Michael J. Gormley	Louis L. Backner	Victor A. Foresta
Shumilla	John M. Shea	Daniel F. Nolan	Edmund V. Donnelly	Ralph H. Gates
idea	John S. Travers	Thomas M. O'Brien	Fred T. Gullicksen, Jr.	Frederick M. Hilden
lammel	Frank L. French	Carroll L. Robinson	Joseph F. McCann	Edwin J. Stenstrom
Ferry	Bernard M. Murray	Joseph F. Sheehan	Salvatore F. Pomodoro	James P. Scanlon
Leonard	R. Victor Wade	John J. Tierney	Allen M. Fletcher	William J. Murphy
Bagosian	John F. Joyce	Thomas P. Carroll	Lawrence J. Keane	William A. Pender
Donnelly	Paul N. Burke	William J. Flood	Joseph E. Lecaroz	David J. Barksdale
Favreau	Ralph V. Forrester	David J. Powers	Joseph A. Thyne	James Q. Botti
rbhy	Joseph E. Hansen	Ralph A. Chiumenti	Frank J. Bryson	George W. Humprey
DeLuccia	Clayton E. Haskell	Joseph G. Gallagher	Robert J. Brown	Gerard V. Mace
Jacobs, Jr.	James R. Kavanaugh	William F. McGrath	Michael J. D'Avolio	Maurice F. Scanlon
arey	Carl A. Nelson	George H. Connell	Edward J. Burke	Alfred J. Brennan
herly	Edward F. Spellman	James P. Garrity	Edwin M. Kenrick	Anthony J. Valtaggio
O'Neill	John L. Gale	Francis M. Gordon	William W. Lydon	Ralph Forcione
Gilman	Frank D. Abbott	Patrick J. Hynes	Richard B. Ethier	John M. Tanner
O'Donnell	John C. Burns	Jeremiah F. McGillicuddy	John J. Harkins	James E. Miller
Y	Harold W. Davis	Robert Q. Shea	Alfred E. Lavers, Jr.	Joseph P. Carmooy
orrigan	Coleman Flaherty	Leo F. Collins	Joseph F. McCormack	Francis A. Ferreira
on	George E. Gallagher	Patrick J. Riley	Anthony R. Scopa	Martin D. Glynn
olantuno	Edward J. Ginetty	Herbert P. Bryant	James L. Spriggs	John J. McDonough
ooling	Thomas Higgins	Thomas Cassell	James P. Meehan	James E. Aylward
e	Thomas J. Keane	Walter M. Coyne	Arthur F. Marshall	Edmund P. Zalubas
Grinnell	John B. Lee	Joseph M. Fichtner	James J. Linehan	Frank C. Hall, Jr.
Keenan	John J. McGrath	Bickford R. Johnston	Richard A. Spillane	Raul A. DaSilva
W. O'Brien	Timothy V. O'Sullivan	Leo M. Jordan	Edward J. Deegan, Jr.	L. David Boyden
J. Meuse	James A. Farrell	Charles F. Hudson	Robert W. Flagg	Joseph P. Dyer
Braudis	Peter W. Gill	Anthony Pasquarilla	Harold E. Helderer	Edward R. Gardner, Jr.
Norton	William A. Holmes	Peter H. Ampolos	Herbert G. Hight, Jr.	Andrew J. Owens
arroll	Alfred F. Landry	Frederick W. Burt, Jr.	Bernard G. Hutchinson	Owen John Jackson
unnally	Michael P. McCarthy	Richard L. Cuzzo	Joseph J. Keating	Joseph E. Towle
Courtney	William E. Reader	Martin R. Lydon	August A. Nagel	John J. Crowley
Donahue	Earl M. Anderson	Elwin R. Marshall	Franklin B. Williams	Francis E. Cusick
lealy	Albert M. Burley	Leo W. McCarron	John A. Griffin	Charles J. LaFarge
Rice	Thomas F. Callaghan	Robert W. Munchbach	Philip J. Doherty	Pasquale S. Magnifico
Law, Jr.	George R. Beeton	Thomas P. Kelly	Albert J. Miller	Francis D. Doherty
d	Robert K. Chute	John P. Kennedy	Warren E. Henderson	John F. O'Malley
Hart	James C. Mawn	William F. Kerrigan, Jr.	James A. Carr	John J. Burke
anty	John Berran	John F. McCarthy	John P. O'Connor	William H. Connors
astrangelo	Arthur L. Charlton, Jr.	Thomas E. Murray	Altan J. B. Winkley	Daniel J. White
Quinn	James E. Cushing	Edmund F. O'Connell	Fergus T. Ferreira	Dennis M. Duggan
loyd	Charles A. Harvey	Lawrence G. Raymond	William H. Greenwood	Andrew F. Hughes
dden	William E. Sanborn	Robert L. Remington	John J. O'Connell	Delmar E. Baker
Murphy	Frederick C. Morgan	Dominic L. Storante	Robert B. Brinkert	Maynard G. Cleveland
Flaherty	Paul J. Murphy	Hugh J. Murphy	John H. Bruttaniti	John J. Moran
Malloy	William H. Reardon	Albert S. DiBlasio	Francis M. Curry	Vincent H. DeLuccia
orris	Clair A. Chainey	Thomas K. Sliney	Thomas J. Galvin, Jr.	Carmen A. Ungaro
rphy	John F. Schofield	Anthony J. Sergi	William J. Gaivin	William J. Murphy
ilman	Thomas Cavanaugh	Albert G. Arvanian	William B. Lako	Edward F. Raeke, Jr.
Mulligan, Jr.	Henry A. Cunningham, Jr.	Patrick J. Creedon, Jr.	George M. Power	Joseph D. Anderson
lasheen	Joseph G. Curley	Joseph P. Devlin	Henry E. Reardon	Robert Johnston, Jr.
Hill	Joseph S. Dillis	Charles A. Horan	Jason G. Rosen	Charles J. LaFarge
r M. Smith	William D. Donnelly	Robert E. Hudson	Anthony J. Sinkus	James J. Kelly
Tague, Jr.	Joseph Folan	Laurence M. McKown	Murray Zides	Michael P. Fallon
all	John J. Kenney	Francis L. Neal	William F. Fahey	William A. Brady
Russell	Frank J. Moynihan	Joseph J. O'Halloran	James J. Roche, Jr.	William R. Ross
esser	Richard J. Norton	John S. O'Hara	James R. Tobin	John J. Moriarty
aly	Clossen F. Parker	Francis B. Walsh	Albert A. Dunn	William E. Connors
Hoff	Robert J. E. Williams	Eugene A. Cox	Julius J. Gelman	Melvin T. Scaramella
orde	James J. Barry	James T. Welch	Frederick D. Kenney	Lawrence W. Gallant
Fournier	John G. Genter	Albert R. Cogswell	Eugene D. McCarthy	William J. Marshall, Jr.
A. Grimschaw	Robert C. Marston	Thomas P. Sullivan	Charles V. McWilliams	Donald E. McGurk
I. King	Daniel F. O'Leary	Martin F. Costello	Thomas F. Nee	Patrick J. Murphy
McLellan	Vincent M. Bowen	Francis G. Wall	James A. Pepe	William B. Shea
McIntire	Arthur F. Coughlin, Jr.	Henry W. Ellsworth	John J. McLean	John L. Colwill
McLaughlin	Charles H. Collins	Lawrence U. Bloom	Nicholas Ungaro	Jeremiah J. F. Mahoney
Shea	John E. Walters	George J. Lecaroz	George J. Geran	Michael J. Whelan
Smith	Harold C. Boussey	Albert M. Killion	Dominic L. Pesce	Barnett Connors

Boston Elevated Railway

trackless trolley operation are those operated between Ashmont station, Fields Corner station, Uphams Corner, Grove Hall, Seaver loop, to the east loop at Dudley station and the Dorchester routes via Meeting House Hill and Columbia road to Andrew station and the line between Ashmont and Fields Corner stations. These lines would require 128 trackless trolleys. They are listed below and are also shown on the map on Page 25.

Ashmont-Dudley via Talbot avenue
Ashmont-Dudley via Washington street, Dorchester
Ashmont-Fields Corner via Dorchester avenue
Fields Corner-Dudley via Geneva avenue
Grove Hall-Dudley via Blue Hill avenue
Seaver street loop-Dudley via Humboldt avenue
Uphams Corner-Dudley via Dudley street
Fields Corner-Andrew via Meeting House Hill
Franklin Park-Andrew via Columbia road

This proposed substitution of trackless trolley service for car service in the Dorchester-Roxbury area is in the planning stage. None of the necessary permits have yet been requested.

Because of quietness and smoothness of operation, modern trackless trolleys have earned popular approval wherever used.

ADDITIONAL P.C.C. CARS

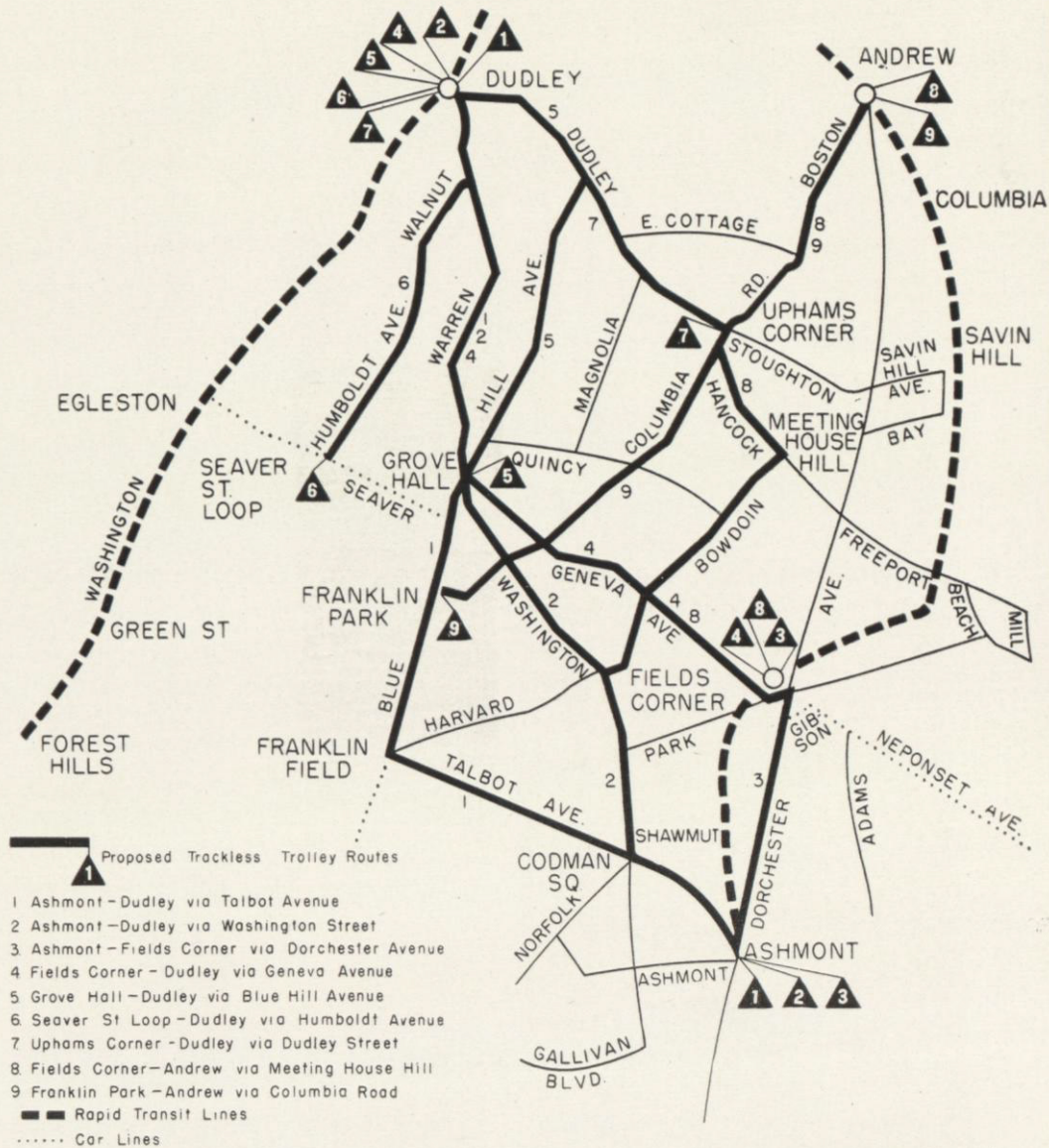


During 1944, the railway received 100 P.C.C. cars and 150 more of these cars are on order, delivery of which is expected in 1945. These modern, quiet cars, now operating part of the subway service, have met with the general approval of the riding public.

The intention is to equip completely the lines operating in the Boylston street, Tremont street and Huntington avenue subways with the new P.C.C. cars and to retire the older of the cars now used in these subways.

Although we received 100 P.C.C. cars in 1944, we were able to retire in that year only 36 of the older cars because of the heavy demand for service during the war period and the longer period of time required for repair of cars. The proposed substitution of trackless trolley service for street car service, discussed above, will permit the reassignment of the more modern cars and the retirement of many of the older cars.

PROPOSED POST-WAR TRACKLESS TROLLEY ROUTES DORCHESTER-ROXBURY AREA



BUS REPLACEMENTS

As of the end of 1944, the railway owned 605 buses, of which 474 are under 10 years old and 131 are over 10 years old. In normal times, a period of 10 years is considered the limit of time during which a bus can render economical service.

During 1944, we received 32 buses. There are now 179 buses on order. With the possible exception of some 15 of these buses which may be delivered early in 1945, delivery of the remaining buses is not expected before the latter part of 1945 and in 1946.

In the year just ended, 28 of the older buses were retired because of inability to keep them in repair.

We believe that with the delivery of the buses on order, which will permit us to retire the obsolete buses, our fleet of buses will then take care of our requirements for the next several years.

SERVICE OVER PRIVATE RIGHT OF WAY FROM EAST BOSTON TO REVERE

The railway envisions the possibility of providing a high speed service with surface cars over a private right of way from Bennington street, east of Ashley avenue, in East Boston, to a point near to the present Revere Beach loop in Revere. This service would be provided in large part on land over which the former Boston, Revere Beach and Lynn railroad, known as the Narrow Gauge, used to operate.

With this development in mind, the railway has acquired land in East Boston lying between Washburn avenue and Bennington street from Belle Isle Inlet to land already owned by the railway on which is located the Gladstone street loop. On this land the railway can provide improved facilities, including a carhouse.

BUS LINE BETWEEN COPLEY SQUARE AND THE GENERAL LOGAN AIRPORT

On November 30, 1944, the railway petitioned the City Council of the City of Boston for a license to operate buses between Copley Square and the General Logan Airport. This project is contemplated as a post-war facility for which the railway would charge a fare of 25 cents.

FINANCIAL STATEMENTS AND INDEPENDENT AUDITORS' CERTIFICATE

There are appended to this report financial statements of the railway for the year 1944 accompanied by auditors' certificate of Lybrand, Ross Bros. & Montgomery, independent public accountants, with respect to the balance sheet at December 31, 1944, and related statements of income and current surplus for the fiscal year then ended.

CONCLUSION

As indicated in the body of this report, the railway's cost of service in 1944 as compared with 1943 was substantially affected by increases in the cost of wages, materials and fuel amounting to \$1,750,934.11.

Despite the burdens of these additional operating costs, arising from wartime conditions, and a decline of \$193,541.05 in revenue in 1944, no deficit will be assessed upon the cities and towns served by the railway on account of the excess of \$393,020.27 in the cost of the service over receipts resulting from 1944 operations. This excess was taken from the reserve fund of \$1,000,000 which was restored as a result of operations in 1942 and 1943, leaving a balance of \$606,979.73 in the reserve fund as of January 1, 1945.

During the year just ended, the main effort of all concerned with the operation of the railway system has been directed at keeping it functioning at the high level of efficiency to which it was geared in 1942 and 1943. The primary task in the year ahead lies in the same direction. The chief obstacle will undoubtedly be the problem of obtaining sufficient manpower replacements. In this respect, we can anticipate even greater difficulties than were encountered last year. In obtaining many essential materials, supplies and repair parts, we can expect no improvements in 1945.

The year 1944 was an extremely difficult one in which to meet the requirements of operating a railway system in a vast metropolitan area. The year 1945 holds forth the expectations of the same difficulties—some of them in a more acute form.

We wish to thank the riding public and our employees for their co-operation during 1944 in enabling the railway to meet the challenge of wartime conditions and to maintain efficient transportation. We ask a continued

manifestation of that same spirit of co-operation in order that, in 1945, we may be able to furnish a maximum of service and to conserve to the utmost the manpower, equipment, supplies and repair parts so necessary for the operation of this railway system and for the furtherance of the war effort.

BOARD OF PUBLIC TRUSTEES,
BOSTON ELEVATED RAILWAY COMPANY

Edmund E. Whitney, Chairman

Harry J. Smith, Secretary

Ernest A. Johnson

William P. Joy

Patrick J. Welsh

January 31, 1945

FINANCIAL STATEMENTS
AND
STATISTICS

Lybrand, Ross Bros & Montgomery
BOSTON, MASSACHUSETTS

To the Board of Public Trustees of
Boston Elevated Railway Company,
Boston, Massachusetts.

We have examined the balance sheet of Boston Elevated Railway Company as of December 31, 1944, and the accompanying income statement and statement of current surplus for the year then ended, have reviewed the system of internal control and the accounting procedures of the company and have examined or tested accounting records of the company and other supporting evidence, by methods and to the extent we deemed appropriate. In accordance with accepted audit procedure, we made an examination in detail of such portion of the transactions as we deemed appropriate and no limitation as to the scope of our examination was placed upon us by the Board of Public Trustees or officials of the company.

In our opinion, the provision for depreciation of road and equipment in the year 1944 charged to the cost of the service as shown in the accompanying schedule of operating expense accounts is fair and reasonable, but the amount accrued in the reserve for depreciation of property and for obsolescence and losses in respect to property sold, destroyed or abandoned, appearing in the accompanying balance sheet, is inadequate.

Reference is made to note A to the financial statements regarding liability for federal income taxes at December 31, 1944. Because of certain open questions materially affecting determination of the company's liability for the years 1939 through 1943 we are unable to reach any opinion at this time with respect to the provision made for federal income taxes for those years in the accompanying financial statements.

In our opinion, subject to the comments in the preceding two paragraphs, the accompanying balance sheet and related statements of income and current surplus present fairly the position of Boston Elevated Railway Company at December 31, 1944, and the results of its operations under public control for the fiscal year then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Boston, Massachusetts
January 27, 1945

Lybrand, Ross Bros & Montgomery

BALANCE

ASSETS

	December 31	
	1944	1943
Fixed assets:		
Road and equipment:		
Way and structures	\$ 55,630,637.45	\$ 55,567,663.84
Equipment	34,836,339.28	32,777,741.32
Power	15,583,307.25	15,592,540.23
General and miscellaneous	1,971,931.11	1,971,931.11
Unfinished construction	37,170.12	24,548.43
Total road and equipment	\$108,059,385.21	\$105,934,424.93
Miscellaneous physical property	745,385.64	714,078.14
Advances for road and equipment on leased roads Eastern Massachusetts Street Railway Co.	231,530.98	231,530.98
Total fixed assets	\$109,036,301.83	\$106,880,034.05
Current assets:		
Cash in banks and on hand	\$ 3,356,849.93	\$ 3,650,632.53
Special deposits	627,250.52	608,814.16
Miscellaneous accounts and rents receivable.....	124,681.59	128,340.42
Material and supplies	2,591,649.90	2,591,003.38
Other current assets	43,080.00	42,730.00
Total current assets	\$ 6,743,511.94	\$ 7,021,520.49
Other investments:		
United States Treasury bonds less \$606,979.73 allocated to Reserve Fund in 1944	\$ 3,393,020.27	\$ 3,000,000.00
United States Treasury notes	100,000.00	—
United States Treasury certificates of indebted- ness	—	200,000.00
United States war savings bonds	300,000.00	200,000.00
Mortgage notes receivable	74,625.00	65,000.00
Total other investments	\$ 3,867,645.27	\$ 3,465,000.00
Reserve fund (under provisions of public control act):		
U. S. Treasury certificates of indebtedness	—	\$ 1,000,000.00
U. S. Treasury bonds allocated to Reserve Fund	\$ 606,979.73	—
Cash for payment in 1944 of liabilities of this amount shown contra	—	1,529,805.92
Total reserve fund	\$ 606,979.73	\$ 2,529,805.92
Deferred charges and unadjusted debits:		
Prepaid expenses	\$ 52,056.00	\$ 126,607.00
Unamortized discount and expense on bonds.....	1,467,835.79	1,543,671.01
Other unadjusted debits	94,320.64	94,936.99
Total deferred charges and unadjusted debts	\$ 1,614,212.43	\$ 1,765,215.00
TOTAL ASSETS	\$121,868,651.20	\$121,661,575.46

For Balance Sheet notes see page 34.

LIABILITIES

December 31

1944

1943

Funded debt (per schedule, page 43):

Bonds held by Boston Metropolitan District.....	\$ 75,630,917.00	\$ 73,030,917.00
Bonds held by others:		
Not due within one year	570,000.00	570,000.00
Due within one year.....	—	2,600,000.00
Total funded debt	\$ 76,200,917.00	\$ 76,200,917.00

Current liabilities:

Accounts and wages payable	\$ 878,472.20	\$ 1,150,768.46
Accrued interest, dividends and rents payable....	1,359,501.67	1,373,043.65
Accrued taxes:		
Provision for federal income taxes (Note A)	2,400,000.00	1,200,000.00
Other taxes	129,393.89	143,298.39
Unredeemed tickets	85,777.44	78,328.92
Other current liabilities	339,504.83	314,487.03
Total current liabilities, exclusive of bonds due within one year shown above	\$ 5,192,650.03	\$ 4,259,926.45

Reserve for depreciation of property and for obsolescence and losses in respect to property sold, destroyed or abandoned

\$ 17,370,171.41	\$ 16,120,806.39
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Reserve for injuries and damages

\$ 885,800.68	\$ 938,294.89
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Unadjusted credits

\$ 118,710.88	\$ 118,403.34
---------------	---------------

Liabilities payable from reserve fund, contra:

For Governor Square Extension rentals	—	\$ 1,388,089.26
For repayment to the Commonwealth on account of amounts heretofore paid to the Company for deficits in the cost of service	—	141,716.66
Total	—	\$ 1,529,805.92

Capital stock (per schedule, page 43):

Common stock (238,794 shares of \$100.00 par value each)	\$ 23,879,400.00	\$ 23,879,400.00
Premium on common stock	2,707,428.13	2,707,428.13
Total common stock and premium.....	\$ 26,586,828.13	\$ 26,586,828.13

Profit and loss and surplus accounts:

Deficit prior to July 1, 1918	\$ 12,127.83*	\$ 12,127.83*
Deficit year ended June 30, 1931	1,969,473.12*	1,969,473.12*
Cost of service deficit (note B.):		
Year ended March 31, 1941	2,341,167.29*	2,341,167.29*
Nine months ended December 31, 1941.....	1,311,406.44*	1,311,406.44*
Current surplus—Excess of income over the cost of the service since December 31, 1941 less payments therefrom, per accompanying statement	606,979.73	1,000,000.00
Surplus arising from consolidation with West End Street Railway Co. June 10, 1922 and reorganization July 1, 1931	540,768.02	540,768.02
Total profit and loss and surplus ac- counts (debit)	\$ 4,486,426.93*	\$ 4,093,406.66*
TOTAL LIABILITIES	\$121,868,651.20	\$121,661,575.46

* Denotes debit balance.

NOTES TO BALANCE SHEET AND TO INCOME STATEMENT

Note A—Federal Income Taxes:

The Treasury Department has proposed assessment of additional federal income taxes against the company for the years 1939 through 1943. Assessment of these additional taxes has been protested by the company and the liability has not been finally determined.

The provision for federal income taxes of \$1,200,000 charged to cost of service in 1944 includes \$600,000 estimated liability for that year and \$600,000 additional provision for prior years. The provision of \$2,400,000 appearing in the balance sheet at December 31, 1944 is believed to be reasonably adequate to cover the company's liability for federal income taxes accrued to that date.

Note B—Advances by the Commonwealth under Public Control Act:

Amounts advanced by the Commonwealth of Massachusetts to the Boston Elevated Railway Company for deficits in the cost of service (July 1, 1931 to March 31, 1940), less amount repaid to the Commonwealth out of income of the year 1943, totaled \$18,462,661.63 December 31, 1944. The company will be obligated to make repayments to the Commonwealth on account of this sum when, as of December 31 in any year, the amount in the Reserve Fund over \$1,000,000 is more than sufficient to pay rentals on the Governor Square Extension of the Boylston Street Subway.

Proceedings instituted by the Attorney General under authority of Legislative Resolve in 1941 for the purpose of determining the propriety of the methods used by the Trustees in determining deficits under terms of the Public Control Act are still pending. Suit was brought in 1944 against the Commonwealth to recover the amount of the deficits certified to the Treasurer and Receiver-General by the Trustees for the twelve months ended March 31, 1941 and for the nine months ended December 31, 1941 in the amounts of \$2,341,167.29 and \$1,311,406.44, respectively, payment of which has been withheld by the Commonwealth.

STATEMENT OF CURRENT SURPLUS

Year Ended December 31, 1944

Balance January 1, 1944		\$1,000,000.00
Operating loss for year per accompanying income statement	\$430,937.46	
Credits direct to surplus	37,917.19	393,020.27
Balance December 31, 1944		<u>\$606,979.73</u>

INCOME STATEMENT FOR YEAR ENDED DECEMBER 31, 1944

Operating Revenue:

Passenger revenue	\$36,403,922.32	
Special car and special bus revenue	148,886.90	
Express revenue	20,848.00	
Total revenue from transportation		\$36,573,657.22
Station and car privileges	\$ 728,023.33	
Rent of buildings and other property	58,768.06	
Power sales	9,640.76	
Other operating revenue	1,254.14	
Total revenue from other operations.....		797,686.29
Total operating revenue		\$37,371,343.51

Operating Expenses:

Way and structures	\$ 4,013,826.40	
Equipment	3,969,983.29	
Power	2,887,023.47	
Conducting transportation	12,628,024.67	
Traffic	31,933.01	
General and miscellaneous	3,547,577.39	
Transportation for investment (Credit).....	(10,116.24)	
Total operating expenses		27,068,251.99
(Incl. depreciation \$1,875,555.31)		
Operating income before taxes		\$10,303,091.52

Taxes Assignable to Operations:

Provision for federal income taxes (note A)	\$ 1,200,000.00	
Other taxes	1,740,201.63	
Total		2,940,201.63
Operating income		\$ 7,362,889.89

Non-Operating Income

88,847.39

Gross income \$ 7,451,737.28

Deductions from Gross Income:

Interest on funded debt	\$ 3,707,063.34	
Amortization of discount on funded debt.....	84,365.43	
Subway and rapid transit line rental	2,834,043.84	
Dividends (required by law)	1,193,970.00	
Rent for leased roads	45,961.24	
Other deductions	17,270.89	
Total deductions from gross income.....		7,882,674.74

Operating Loss for the Year \$ 430,937.46

For note to Income Statement, see page 34.

OPERATING EXPENSE ACCOUNTS

	Years Ended December 31	
	1944	1943
Way and Structures:		
Superintendence of way and structures.....	\$ 399,164.30	\$ 351,000.32
Maintenance of track and roadway	1,545,493.64	1,439,544.50
Removal of snow and ice	210,503.46	270,472.20
Tunnels and subways	39,616.26	38,003.50
Elevated structures and foundations	107,068.37	80,378.93
Bridges, trestles and culverts	20,596.15	17,677.42
Crossings, fences and signs	28,376.68	9,070.99
Signals and interlocking apparatus	50,701.00	40,982.72
Telephone and telegraph lines	10,482.68	8,377.27
Other miscellaneous way expenses	101,359.07	72,051.89
Maintenance of electric line equipment	308,452.69	255,340.37
Maintenance of buildings, fixtures and grounds	612,412.10	524,438.30
Depreciation of way and structures	579,600.00	592,200.00
Total Way and Structures	\$4,013,826.40	\$3,699,538.41
Equipment:		
Superintendence of equipment.....	\$ 125,607.42	\$ 121,264.64
Maintenance of revenue equipment	1,599,313.21	1,521,147.17
Maintenance of rail service equipment	28,035.78	28,960.06
Elec. equip. maint. of revenue equipment.....	622,373.47	541,756.32
Shop equipment	66,130.95	52,700.63
Shop expenses	420,366.13	361,392.90
Miscellaneous equip. (autos, trucks & tractors)	76,801.02	68,080.80
Depreciation of equipment	415,800.00	403,200.00
Depreciation of buses & trackless trolleys.....	615,555.31	640,966.42
Total Equipment	\$3,969,983.29	\$3,739,468.94
Power:		
Superintendence of power	\$120,275.08	\$107,059.38
Maintenance of power plant bldgs. & equip- ment	304,565.34	200,975.14
Depreciation of power plant bldgs. & equip- ment	264,600.00	264,600.00
Operation of power plants	1,768,001.04	1,505,449.89
Gasoline and fuel oil for buses	429,582.01	390,285.14
Total Power	\$2,887,023.47	\$2,468,369.55

OPERATING EXPENSE ACCOUNTS (Concluded)

	Years Ended December 31	
	1944	1943
Conducting Transportation:		
Superintendence of transportation	\$ 1,708,805.02	\$ 1,581,737.03
Pass. car, trainmen and bus operators	7,415,070.83	7,232,793.25
News car service	4,489.74	3,229.51
Misc. car and bus service employees	224,348.45	215,061.66
Misc. car and bus service expenses	152,944.27	143,356.21
Station employees	979,251.78	889,812.24
Station expenses	278,782.39	252,166.67
Car house and bus garage employees	1,107,296.09	1,019,328.94
Car house and bus garage expenses	148,749.41	125,904.35
Operation of signal & interlocking apparatus..	288,140.95	272,390.06
Operation of telephone and telegraph lines.....	24,563.00	22,301.24
Other transportation expenses	295,582.74	256,390.33
Total Conducting Transportation	<u>\$12,628,024.67</u>	<u>\$12,014,471.49</u>
Traffic	\$ 31,933.01	\$ 43,143.00
General and Miscellaneous:		
Salaries and expenses of general officers.....	\$ 100,192.46	\$ 102,890.82
Salaries and expenses of general office clerks..	613,503.55	564,800.91
General office supplies and expenses	104,705.65	100,800.44
Law expenses	52,554.58	53,010.75
Pensions and gratuities	297,924.21	242,815.01
Miscellaneous general expenses	174,121.73	147,775.82
Injuries and damages	1,273,537.33	1,105,503.84
Insurance	273,799.17	314,976.14
Stationery and printing	122,039.36	110,687.99
Store expenses	367,222.07	332,027.79
Garage expenses (excl. bus garages)	141,579.78	134,269.01
Rent of equipment	26,397.50	43,300.46
Total General and Miscellaneous	<u>\$3,547,577.39</u>	<u>\$ 3,252,858.98</u>
Transportation for Investment	\$ 10,116.24†	\$ 17,686.37†
Total Operating Expenses	<u>\$27,068,251.99</u>	<u>\$25,200,164.00</u>

† Credit

INVESTMENTS IN ROAD OWNED AND LEASED

DECEMBER 31, 1944

Boston Elevated Railway Company:

Road and equipment	\$108,059,385.21	
Miscellaneous physical property	745,385.64	
West Roxbury Lines (E. Mass. St. Ry. Co.)....	231,530.98	
Total Boston Elevated Railway Company investment		\$109,036,301.83

Leased Lines:

Hyde Park Transportation District (City of Boston)	\$	245,931.51	
Eastern Mass. St. Ry. Co. (part leased)			
West Roxbury Lines	\$672,847.44		
Middlesex Fells Line	29,546.01		
Total Eastern Mass. St. Ry. Co.....		702,393.45	
Total Leased Lines			948,324.96

City of Boston Investment:

Boylston Subway	\$	11,559,558.11	
Cambridge Connection		1,705,621.69	
Dorchester Tunnel		12,303,838.59	
Dorchester Rapid Transit Extension		11,139,821.07	
East Boston Tunnel		7,324,972.22	
East Boston Tunnel Extension		2,352,352.24	
Huntington Avenue Subway		2,357,979.52	
Tremont Subway		4,675,090.45	
Washington Tunnel		8,012,036.81	
Total City of Boston Investment			61,431,270.70

Commonwealth of Massachusetts Investment:

Cambridge Subway	\$	8,226,759.52	
Total Commonwealth of Massachusetts Investment			8,226,759.52

Total Investment in Road Owned and Leased.....			\$179,642,657.01
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ROAD AND EQUIPMENT INVESTMENT

Account	Total Dec. 31, 1944	Total Dec. 31, 1943
Way and Structures:		
Engineering and Superintendence.....	\$1,376,264.87	\$1,376,264.87
Right of Way.....	8,241,198.05	8,255,998.47
Other Land	5,785,804.29	5,855,131.65
Grading	301,953.10	301,116.50
Ballast	693,780.89	693,741.80
Ties	668,040.37	668,172.00
Rails, Rail Fastenings and Joints.....	1,355,839.73	1,350,958.16
Special Work	4,297,347.51	4,289,451.36
Track and Roadway Labor.....	3,863,322.69	3,845,830.29
Paving	1,251,900.69	1,250,464.51
Roadway Machinery and Tools.....	647,776.07	634,962.32
Tunnels and Subways.....	360,438.88	360,438.88
Elevated Structures and Foundations.....	4,003,275.49	4,004,590.49
Bridges, Trestles and Culverts.....	1,991,773.98	1,991,773.98
Crossings, Fences and Signs.....	85,720.95	85,720.95
Signals and Interlocking Apparatus.....	1,161,094.62	1,149,038.17
Telephone and Telegraph Lines.....	96,370.33	96,370.33
Poles and Fixtures.....	725,607.50	719,512.19
Underground Conduits	1,920,378.14	1,920,951.20
Distribution System	3,697,174.26	3,695,547.98
Shops, Car Houses and Garages.....	8,555,364.55	8,508,635.90
Stations, Misc. Buildings and Structures.....	4,317,909.29	4,280,690.64
Wharves and Docks.....	232,301.20	232,301.20
Total Way and Structures.....	\$55,630,637.45	\$55,567,663.84
Equipment:		
Pass. Cars, Buses and Trackless Trolleys.....	\$23,575,000.11	\$22,091,691.16
Service Equipment	944,153.91	947,442.93
Electric Equip. of Cars and Trackless Trolleys	7,901,317.52	7,368,696.27
Shop Equipment	980,732.43	969,059.68
Furniture, Fare Boxes and Passimeters.....	305,209.12	305,162.78
Miscellaneous Equipment	1,129,926.19	1,095,688.50
Total Equipment	\$34,836,339.28	\$32,777,741.32
Power:		
Power Plant Buildings.....	\$3,592,150.63	\$3,602,440.63
Sub Station Buildings.....	641,289.06	641,289.06
Power Plant Equipment.....	7,008,017.96	7,013,673.37
Sub Station Equipment.....	2,701,474.15	2,694,086.26
Transmission System	1,640,375.45	1,641,050.91
Total Power	\$15,583,307.25	\$15,592,540.23
General and Miscellaneous:		
Law Expenditures	\$250.00	\$250.00
Interest during Construction.....	1,832,018.46	1,832,018.46
Injuries and Damages.....	7,500.00	7,500.00
Taxes	145,444.74	145,444.74
Miscellaneous	13,282.09*	13,282.09*
Total General and Miscellaneous.....	\$1,971,931.11	\$1,971,931.11
Unfinished Construction	\$37,170.12	\$24,548.43
Total Road and Equipment Investment.....	\$108,059,385.21	\$105,934,424.93

*Credit.

RECEIPTS AND COST OF THE SERVICE

FOR YEARS ENDED DECEMBER 31

Receipts	1944	1943	1942
Revenue from transportation.....	\$36,573,657.22	\$36,865,383.74	\$32,608,834.56
Revenue from other operations.....	797,686.29	709,396.81	621,558.09
Non-operating income	88,847.39	78,951.40	22,228.85
Total Receipts	\$37,460,190.90	\$37,653,731.95	\$33,252,621.50
Cost of the Service			
Operating Expenses:			
Wages	\$19,066,557.60	\$17,898,542.90	\$15,141,867.23
Material and other items.....	3,352,159.27	3,058,379.85	2,309,110.86
Injuries and damages.....	1,039,772.34	897,207.35	800,973.57
Depreciation	1,875,555.31	1,900,966.42	2,184,464.26
Fuel	1,734,207.47	1,445,067.48	1,225,003.27
Total Operating Expenses.....	\$27,068,251.99	\$25,200,164.00	\$21,661,419.19
Taxes	2,940,201.63	2,948,781.38	1,694,905.45
Subway and rapid transit line rentals	2,834,043.84	2,833,042.00	2,831,402.68
Interest on bonds.....	3,707,063.34	3,745,393.88	3,877,901.26
Dividends (required by law).....	1,193,970.00	1,193,970.00	1,193,970.00
Rent of leased roads.....	45,961.24	45,968.28	45,968.28
Miscellaneous items	101,636.32	96,845.33	91,201.64
Total Cost of the Service	\$37,891,128.36	\$36,064,164.87	\$31,396,768.50
Operating Profit or Loss.....	\$430,937.46*	\$1,589,567.08	\$1,855,853.00
Profit and Loss Items — net.....	37,917.19	16,034.38	931,648.54*
Result of Operations.....	\$393,020.27*	\$1,605,601.46	\$924,204.46

*Denotes loss.

BASIC DATA FOR PERIOD OF PUBLIC CONTROL—CALENDAR YEARS

Year Ended Dec. 31	Revenue Passengers	Revenue Miles	Receipts	Operating Expenses	Fixed Charges	Miscellaneous Deductions	Result of Operations (excluding Profit and Loss Items)	Average Receipts Per Rev. Pass. (Cents)	Fixed Charges Per Rev. Pass. (Cents)	Average Fare Per Rev. Pass. (Cents)
1919	324,758,685	53,721,249	\$29,498,582.82	\$23,700,339.41	\$7,873,683.38	\$306,659.91	\$2,382,099.88*	9.08c	7.30c	2.42c
1920	335,526,561	51,359,855	34,031,636.44	25,769,122.11	8,342,668.69	267,012.88	347,167.24*	10.14	7.68	2.48
1921	337,252,080	49,804,625	33,277,025.53	22,843,056.99	9,006,357.65	256,166.02	1,171,444.87	9.87	6.77	2.67
1922	356,593,942	50,707,740	32,699,176.37	22,088,458.75	9,073,591.28	124,937.26	1,412,189.08	9.17	6.19	2.54
1923	382,149,697	54,156,064	34,096,813.26	24,130,253.41	9,189,868.68	97,059.61	679,631.56	8.92	6.31	2.40
1924	382,888,848	56,091,347	34,175,319.61	25,222,133.56	9,355,944.91	233,937.54	636,696.40*	8.93	6.59	2.44
1925	365,036,286	55,558,126	34,547,379.61	24,405,735.57	9,462,371.51	177,078.68	502,193.85	9.46	6.69	2.59
1926	371,218,401	57,943,381	35,481,313.38	26,076,268.11	9,713,154.75	174,639.64	482,749.12*	9.56	7.02	2.61
1927	366,938,908	56,834,029	35,193,410.03	25,132,332.81	9,705,521.39	132,740.34	222,815.49	9.59	6.85	2.64
1928	362,005,033	57,481,292	34,843,147.51	24,900,188.69	9,719,134.04	183,773.76	40,051.02	9.63	6.88	2.68
1929	354,214,990	56,684,985	34,096,623.03	24,024,747.23	9,871,709.99	106,093.17	94,072.64	9.63	6.78	2.78
1930	342,694,905	56,061,843	32,510,721.17	23,527,974.68	10,048,505.49	68,879.81	1,134,638.81*	9.49	6.87	2.93
1931	324,788,577	53,553,889	29,855,107.30	22,250,748.25	9,428,547.27	80,757.13	1,904,945.35*	9.19	6.85	2.90
1932	291,753,825	51,195,761	26,428,493.63	19,542,428.16	9,322,878.62	132,632.30	2,569,445.45*	9.06	6.70	3.19
1933	267,845,429	46,141,119	24,154,373.09	16,829,647.05	9,461,842.77	110,813.53	2,247,930.26*	9.02	6.28	3.53
1934	277,034,175	45,822,648	24,818,625.48	16,895,090.49	9,310,234.87	77,789.87	1,464,489.75*	8.96	6.10	3.36
1935	280,402,526	46,033,344	24,926,426.46	17,665,412.59	9,387,071.91	103,193.19	2,229,251.23*	8.89	6.30	3.35
1936	296,180,666	46,492,077	26,096,155.47	18,410,341.99	9,488,166.08	95,116.41	1,897,469.01*	8.81	6.22	3.20
1937	296,397,493	46,796,328	25,939,777.15	18,710,803.85	9,670,191.13	84,806.36	2,526,024.19*	8.75	6.31	3.26
1938	291,175,017	45,799,029	25,383,333.23	18,799,286.39	9,641,109.24	83,623.54	3,140,685.94*	8.72	6.46	3.31
1939	295,123,077	45,555,636	25,710,948.40	18,716,005.94	9,649,979.64	89,252.96	2,744,290.14*	8.71	6.34	3.27
1940	294,450,628	45,433,001	26,443,297.95	19,285,456.91	9,678,130.76	81,384.99	2,601,674.71*	8.98	6.55	3.29
1941	306,815,525	45,703,597	27,593,514.81	19,387,362.15	9,715,546.34	84,363.28	1,593,756.96*	8.99	6.32	3.17
1942	370,265,241	53,804,462	33,252,621.50	21,661,419.19	9,644,147.67	91,201.64	1,855,853.00	8.98	5.85	2.60
1943	418,203,633	58,240,174	37,653,731.95	25,200,164.00	10,767,155.54	96,845.33	1,589,567.08	9.00	6.02	2.57
1944	417,069,378	57,088,181	37,460,190.90	27,068,251.99	10,721,240.05	101,636.32	430,937.46*	8.98	6.49	2.57

* Denotes excess cost of service over receipts.

Excluding Special Car and Special Bus service.

COMPARATIVE STATISTICS

	Years Ended December 31	
	1944	1943
Passenger and Traffic Statistics:		
Total receipts per revenue passenger.....	8.98c	9.00c
Cost of service per revenue passenger.....	9.09c	8.62c
Passenger revenue	\$36,552,809.22	\$36,851,303.74
Round trips operated	7,141,929	7,223,878
Average fare per fare passenger	8.75c	8.80c
% of 5c fares to total rev. passengers.....	25.04%	23.94%
Revenue passengers per mile operated.....	7.31	7.18
Revenue Passengers:		
10c Fares	311,677,796	317,097,596
5c Fares	98,418,478	94,666,682
5c Pupils' tickets	5,996,802	5,468,572
Special car and special bus	789,775	704,278
61/2c Joint fares	143,388	148,401
12 Ride commutation tickets	43,139	118,104
Total Revenue Passengers	417,069,378	418,203,633
Revenue Miles:		
Surface cars	26,503,750	26,855,393
Rapid transit cars	15,628,566	16,904,932
Buses	11,287,541	10,952,964
Trackless trolleys	3,646,432	3,512,017
Newspaper cars	21,892	14,868
Total Revenue Miles	57,088,181	58,240,174
Revenue Hours:		
Surface cars	2,880,157	2,913,278
Buses	1,261,226	1,215,837
Rapid transit cars	1,038,447	1,122,841
Trackless trolleys	391,572	375,069
Newspaper cars	2,188	1,485
Total Revenue Hours	5,573,590	5,628,510
Power Statistics:		
Tons of coal burned	163,789	163,075
Pounds of coal per D. C. kilowatt hour.....	1.429	1.400
Average price of coal per long ton (at boilers)	\$7.97	\$6.47
Net cost of power for car service per kilowatt hour (cents)	1.002	0.831
Net cost of power per total car mile (cents)	5.281	4.323
Direct current annual output (kilowatt hours)	256,705,215	261,007,415

CAPITAL OUTSTANDING, DECEMBER 31, 1944

Outstanding Common Stock

No. Shares Outstanding	Par Value Shares Outstanding	Net Premium	Amount Realized	5% Annual Dividend	Dividends Payable
5,000	\$ 500,000.00	—	\$ 500,000.00		
95,000	9,500,000.00	—	9,500,000.00		
33,000	3,300,000.00	\$1,815,000.00	5,115,000.00		
66,500	6,650,000.00	695,958.13	7,345,958.13		
39,294	3,929,400.00	196,470.00	4,125,870.00		
238,794	\$23,879,400.00	\$2,707,428.13	\$26,586,828.13	\$1,193,970.00	{ Jan. 1 Apr. 1 July 1 Oct. 1

Outstanding Funded Debt

Par Value	Rate	Maturity	Amount Realized	Annual Interest
\$ 570,000.00*	7 %	Sept. 1, 1947	\$ 570,399.00	\$ 39,900.00
1,581,000.00†	4½ %	Aug. 1, 1949	1,503,309.66	71,145.00
6,309,000.00†	5 %	Jan. 1, 1960	6,169,571.10	315,450.00
8,500,000.00†	5 %	Mar. 1, 1960	8,569,615.00	425,000.00
7,711,000.00†	4½ %	Dec. 15, 1960	7,524,779.35	346,995.00
3,815,000.00†	4½ %	June 1, 1961	3,778,757.50	171,675.00
2,098,000.00†	4¼ %	Jan. 1, 1962	2,084,404.96	89,165.00
4,800,000.00†	4¾ %	Oct. 1, 1962	4,699,579.20	228,000.00
5,000,000.00†	3¼ %	Nov. 1, 1966	4,875,500.00	162,500.00
8,286,000.00†	3¼ %	Oct. 15, 1967	7,729,843.68	269,295.00
2,600,000.00†	3¼ %	Mar. 1, 1969	2,597,894.00	84,500.00
1,500,000.00†	6 %	* * *	1,500,000.00	90,000.00
23,430,917.00†	6 %	* * *	23,430,917.00	1,405,855.02
\$76,200,917.00			\$75,034,570.45	\$3,699,480.02

* West End Street Railway Company Bonds.

† Held by Boston Metropolitan District. (Total \$75,630,917.00—99.3 % of total bonds outstanding.)

